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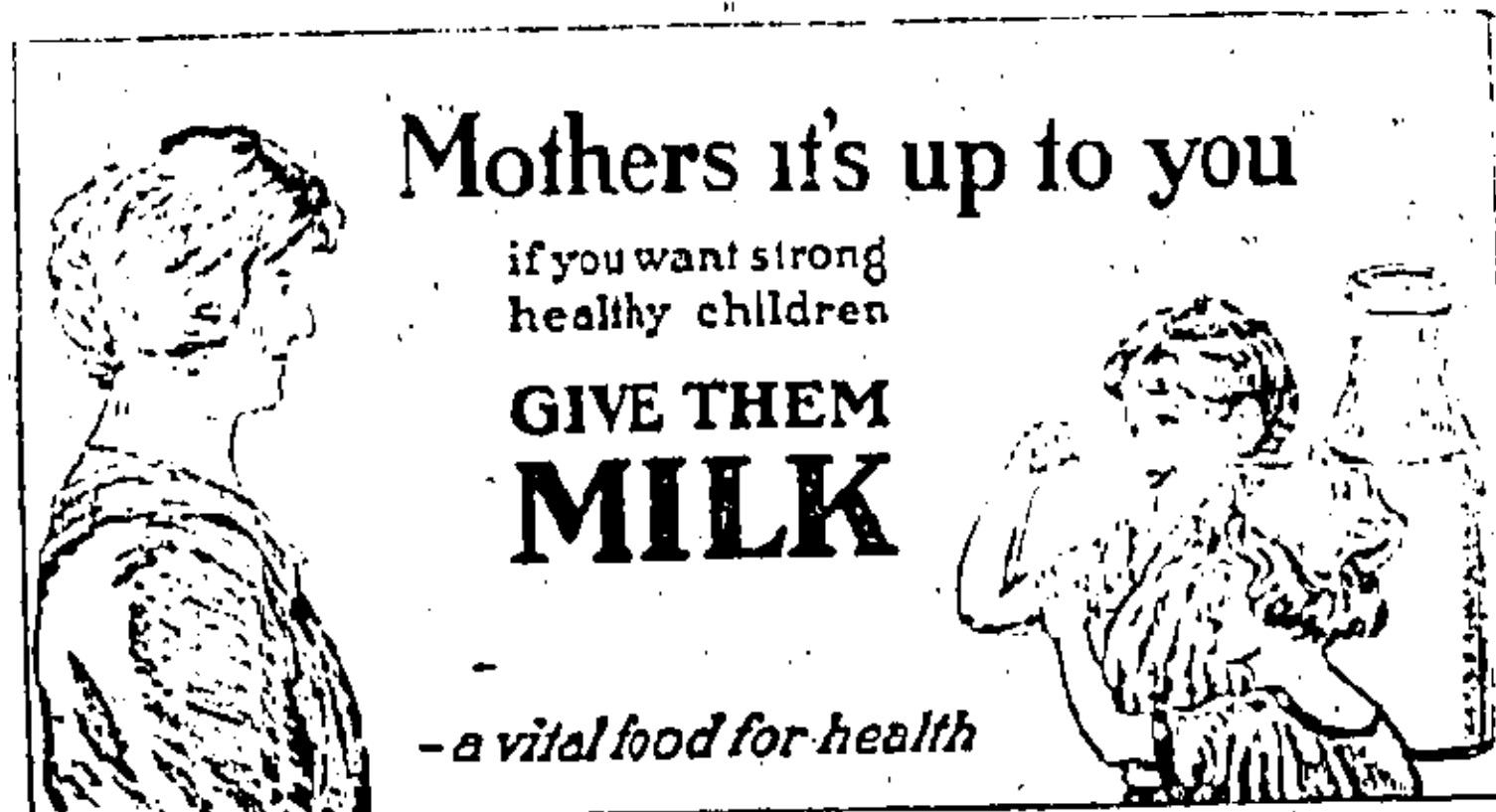
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SCOTTISH LETTER.

EDINBURGH CASTLE AND THE
NATIONAL WAR MEMORIAL.

REMOVAL OF THE GARRISON.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, May 9th.

For the first time in modern history Edinburgh Castle is to be left without a garrison. When the National War Memorial was erected some years ago it was understood that for military purposes the barracks and the quarters of the garrison would be taken over by the Government. In deference to widespread sentiment, however, it was arranged that at least a company of the battalion forming the garrison for the time being would be quartered in the Castle. But this is now to be discontinued, and to the great regret of many Scots, only half-a-dozen men or so for sentry duty will garrison the garrison.

Consultations have been proceeding for some time in connection with the removal of the garrison from the Castle. The National War Memorial, to be situated within the Castle walls, has been the subject of much less ambitious scheme than that first contemplated. It consists largely in the internal reconstruction of the block of buildings on the north side of the Castle Square, with the addition to its fabric of an inconspicuous shrine, which will not affect the familiar outline of the Castle. It is understood that, after a careful scrutiny of the revised plans by the Ancient Monuments Committee, no objection has been made to the scheme.

APPALLING SOCIAL STATE OF DUNDEE.

A frightful state of affairs is revealed in the report of the Approved Societies as to the social conditions of Dundee—Jutphah, as it proudly calls itself from its staple industry. Industrial and social conditions are bad in many places throughout Britain, and there is bound to be some place where they are worst. That Dundee was that place was already evident in pre-war days from the high proportion of intending recruits for the Army rejected on medical grounds. The disgusting features are the extent to which Dundee is worse than any other industrial centre, and the absence of any sign of improvement in recent years. There is a misery about the mass. For the explanation of the high incidence of sickness, disablement, and poor physique, one need not go further than the fact that the percentage of married women working is 11.1 in Dundee, as against 7.3 in Glasgow and 7.5 in Edinburgh. Among certain classes of workers in Dundee the women can earn more in the jute and flax mills than the men, and it is not uncommon for the husband to act as housekeeper while the wife and children go out to work. What this means can be readily divined by anyone with experience of life; and the effect is made worse by a low standard of living—due largely, the report points out, to an "early immigration of low type Irish"—by bad housing, ignorance of housekeeping and hygiene, and reckless increase of numbers. Some of the figures are named who among them had given birth to 78 children, 19 of whom were dead—a death-rate of 62 per cent. One poor thing had given birth to twelve children, all of whom were dead. The state of things revealed in the report certainly calls for educative propaganda on a scale hitherto unattempted.

EMIGRANTS, NOT EXILES.

An attempt has been made to raise the old cry of "depopulation of the Highlands" in connection with the recent flood of emigration from the islands of the Hebrides on the West Coast of Scotland. But there is no truth or semblance of truth in the statement that the emigrants are being forced to leave the land they love so well to make room for larger deer forests as playgrounds for the men of wealth. What is happening is simply this. For the years of the war emigration from this country was suspended, hence great accumulation of arrears. Then trade has been so bad that many of the Hebrideans who found work on the mainland have been out of work since the subsidence of the boom. Coming on top of that, and to complete the difficulties of those Western Isles, the herring fishing has suffered severe depression owing to the closing of the Russian and German markets. In former and normal times men were constantly leaving the islands, but they went in twos and threes, and their departure was not noted. On this occasion Canadian emigrant agents have made elaborate arrangements, both for the voyage and for settlement, and the result has been a somewhat spectacular exodus of several hundred inhabitants. Indeed the agents have made a big advertisement out of the emigration, and already steps are being taken to transplant some hundreds of Hebrideans to Canada every year. The young men who have just left the islands are not exiles; they were not workers on the land, and probably had no intention of spending the years in a vain attempt to wring a meagre livelihood from an all but barren soil. Of course, they might have preferred to stay at home; but so would the millions of people who have left the British Isles of recent times, and the emigration of Europe for the same reason—namely, to seek a more prosperous career in the New World.

A GOLFER FROM THE SUDAN.

When Mr. G. B. Crole won the gold medal at the Spring meeting of the Honourable Company of Edinburgh Golfers, a new name fell to be added to the notable list of Muirfield Medalists. With ample justification he might claim the title of an all-round sportsman, for he has played comparatively little golf of recent years. He is at present home on leave from the Sudan, where he holds a civil service post. Opportunities for practice out there are not frequent, but a small course in the district where he is located has enabled him to keep his hand in a little. Before the war the new gold medalist gained his Blue for golf at Oxford. In seasons 1912 and 1913 he played against Cambridge, was captain of the team in 1914. Mr. Crole had also his Rugby Blue at Oxford, and when he was demobilised after the war it was on the Rugby field and at cricket that he earned distinction. Rugby followers will recall his fine works as a wing three-quarters in Scotland's national XV, and he also represented his country on the cricket field with credit.

(Continued at foot of next column.)

FUTURE OF THE EMPIRE.
EX-PREMIERS VISION.

Mr. Lloyd George, addressing a crowded meeting at the City Temple on May 6th, under the auspices of the Colonial Missionary Society, said that empire in the past has been too much of a boast and too little of a trust. It was almost a new theory, this theory of trust. The first time it was embodied in a great international code was four years ago in the Treaty of Versailles, in the form of what was called a mandate theory. It was a trust not held for prestige, not held for profit, not held even to account to the British Parliament, nor even the British people, but a trust for humanity to be reported upon every year as to what you have done with the souls committed to the charge of the British Empire. (Cheers.)

Referring to the seven or eight millions of men who went from the British Empire during the war, the ex-Premier said, amid cheers: "Ah, how I wish there were just one word of appreciation of that fact in France and in Belgium. We are not a people who want push, but just one word. They never know when the British Empire may be useful again. Under the blessing of God, its days are not over, and it will stand watch over freedom on earth as long as its might remains. (Cheers.)" Those who dread the oppressor from the North or from the South, or from the East, will turn in subjection to this Empire in the day of their fear, and they will not turn in vain. But those who have been redeemed from a tyranny that would have trampled them into the mire, saved through the strength of the Empire, if they would just recollect one sentence of the sentence was lost in the remainder of the sentence. The power of the British Empire, of its splendour, of its possibilities, and of its resources. The need of man for more room would drive him farther and farther into the empty spaces of the earth. Cicero had said that States were made up of hearths and altars. These men, when they crossed the seas, would found hearths, but would they found altars? Upon the answer to that depended the greatness, the beneficence, the real glory not merely of the British Empire but of humanity itself. (Cheers.)

"This Empire is going to have a great influence upon the future of the world," concluded Mr. Lloyd George, "and if it is going to establish its real power it must be by the means that have made it great in the past."

TAXPAYERS' INCOMES.

25,000 WITH OVER £5,000.

In the House of Commons on May 3rd, Mr. Baldwin, replying to Mr. Less-Smith, said that for the year 1921-1922 it was estimated that there were 25,000 persons with incomes exceeding £5,000 and with an estimated total income of £307,000,000. It was provisionally estimated that in the same year about 80,000 people with an estimated total income of £2,000,000 would be liable for super-tax. The estimated gross income brought under review for income-tax and super-tax in Great Britain and Northern Ireland was £2,900,000,000. The actual income liable to tax before deduction of personal and family allowances and reliefs was £2,250,000,000, and the total taxable income on which tax was paid was £1,250,000,000.

A GREAT JOURNALIST.

Of very few men can it be said with truth, when they have passed away, that there is no one to take their place. But uniqueness of function was one of the outstanding characteristics of Sir William Robertson Nicoll, who died at the age of 71. For many years he has been a leading figure in Scottish ecclesiastical life, in the religious life of both Scotland and England, in literary, and in British journalism. For nearly forty years the great journal with which his name was chiefly associated, *The British Weekly*, has been a household word wherever the English language is spoken, and has wielded a powerful influence of a powerful and unexampled kind in theology, literary taste, and even in politics. To have expressed and guided for so many years the opinion of what is after all the most influential class in Britain—the class that inherits the religious and social traditions of the old Scottish Presbyterians and the English Puritans—is an achievement that stamps Sir William Robertson Nicoll as one of the greatest journalists of our time. It was an achievement possible only to one who had been brought up in a Scottish country manse, in an atmosphere of books and of simple piety, who had survived the "literary and outlandish" regime of a Scottish University, who had performed the duties of a country minister, who had won an early distinction both as a popular expositor and as an expert theologian, and in whom a prodigious receptivity and a lifelong passion for literature were combined with facility of expression and a prodigious power of work. No editor was ever quicker to discern merit, or more generous in its encouragement, and he never mistook a goose for a swan. Wonderful in any case, his career seems miraculous when it is remembered that he was a semi-invalid for the greater part of his life, and did a great part of his writing in bed. He was a brave man, dying practically in harness, and was a fine sample of the "son of a Scottish manse."

MASONIC BROTHERHOOD.

At the quarterly communication of Grand Lodge of Scottish Freemasonry, notice was given of a motion proposing that Grand Lodge should consider whether the holding of the British Empire Exhibition in London next year, which would be visited by thousands of Freemasons from overseas, would provide an opportunity, which should be taken advantage of to call a world conference of the brethren there in 1924 and, if so resolved, that the Grand Lodges of England and Ireland and other Grand Lodges should be approached with the view of enlisting their cordial interest in the matter. The question as to whether the motion was in order was raised, but it was stated that the matter was already before the Grand Lodge of England, and it was agreed to await developments, the motion being meantime dropped.

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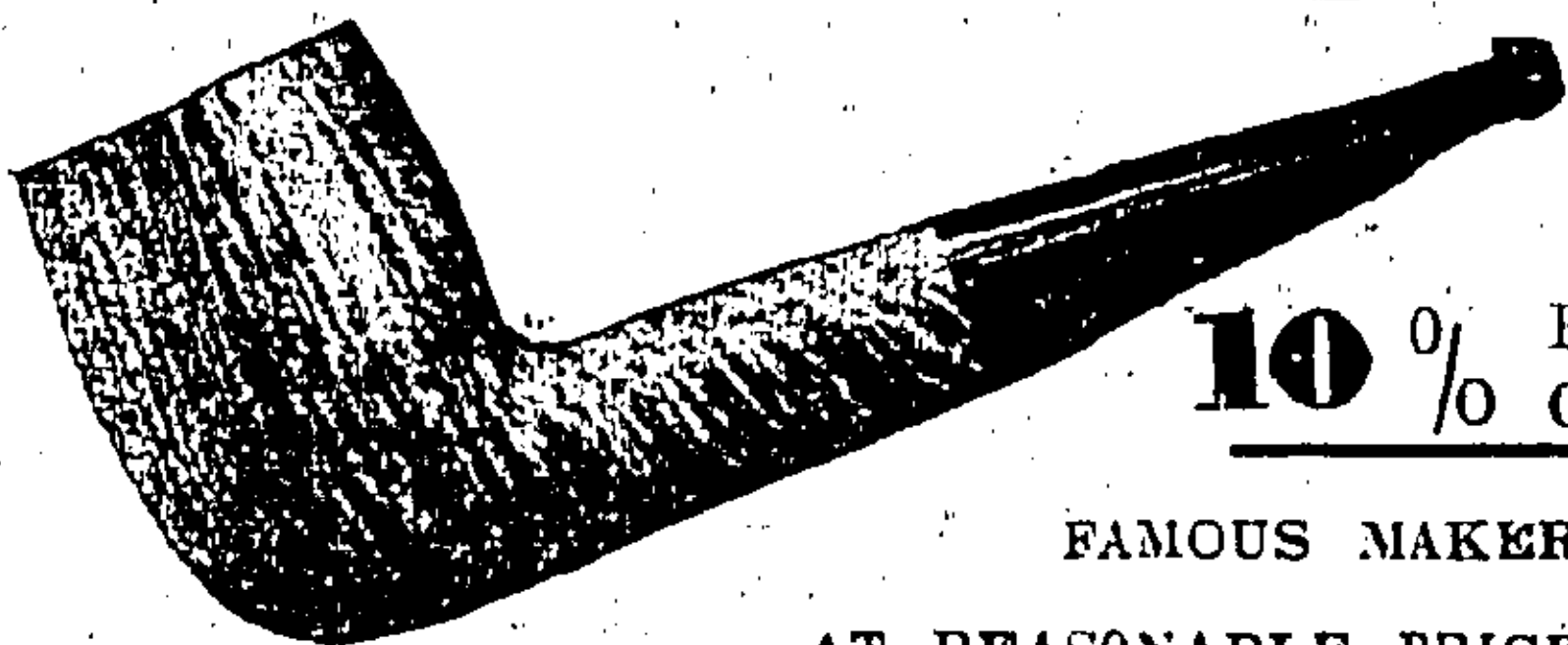
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AMERICAN VICTORY OVER
BRITISH GOLFERS.

CUP WON AT SANDWICH.

[BY GEORGE W. GREENWOOD IN THE
"DAILY TELEGRAPH."]

SANDWICH, May 2nd.
As I feared, the Americans have won the St. George's Challenge Cup, putting to rout the flower of British amateur golf. It is a sad business, but there it is, and we must try and put up with it. After all, it is only the preliminary skirmish to the championship, and the Americans have not yet got the last of our national trophies in their clutches. I must set down the facts. Dr. O. S. Willing, the Pacific coast golfer, tied with Mr. Francis Oumet at 153 for first place, with Mr. Bob Gardner, the captain of the visiting team, next, a shot behind. So the first three places were occupied by Americans—actually worse than the débâcle in the open championship at Sandwich last year, when Hagen won. Duncan tied with Barnes for second place, and Hutchison was third. It was quite an exciting day's golf, with innumerable Englishmen fighting breathlessly to put a spoke in the wheel of the invaders, only to fade away when the pinch came. The story starts with Mr. Oumet, who but for a piece of cruel ill-luck at the seventeenth, where his drive was embedded in a divot mark, would have won outright. So, instead of a four, he had to be content with a five, and that one shot robbed him of a single-handed triumph. But, like all good golfers, Mr. Oumet took his misfortune quite philosophically. Again he would have won outright if he had accomplished a four at the last—that cruel stretch of ground measuring 234 yards from the tee to green, with its horrible flanking bunkers.

But as a matter of fact no one got a four. It seemed to be beyond the capacity of everybody. Duncan found it so when he had a four to tie with Hagen. Close on the heels of Mr. Oumet came our cherry friend Dr. Willing, the dentist from Oregon, who, as one facetious person pointed out, "gets the snap in" at the moment of impact because of his long practice in pulling teeth. Dr. Willing was not quite so merry when he found his second shot at the fifteenth in the deep, sandy cavern in front of the green. He had played to avoid it, and to his astonishment he found himself in it. Now the doctor required a five and a four for the last two holes to beat his colleague, Mr. Oumet. He secured a five all right at the seventeenth, after topping his brassie shot. But a four at the last was quite another matter, especially after he cut his brassie shot into the rough and had a nasty pitch over a bunker to negotiate. He dare not cut it too fine, and yet another of these American champions had to be content with a five. A few holes behind was Mr. Bob Gardner, requiring a couple of fours to win or a five and a four to tie. He failed to get his four at the seventeenth, because he hooked his drive into the hills, so he was left with a four to tie. Mr. Gardner hit a great tee shot to the last hole, took an iron, and, pulling it over so slightly to avoid the bunker on the right, found himself in the same little hollow that Hagen and Duncan were in last year on the left of the green. Like them, Mr. Gardner was shot with his pitch up the bank, and was left with a three-putt. He missed it by a hair's breadth. This was a pity, because, while they were about it, we might just as well have had three Americans tying for the St. George's Champion Cup as two.

THE ENGLISH HOPES.

Now our interest centred in Mr. Roger Wethered and the Hon. Michael Scott, both of whom had distinct chances of covering themselves with glory and honour, and incidentally of saving our faces. But they collapsed utterly—a collapse that was quite mysterious, especially in the case of Mr. Scott, the calm, imperturbable golfer whom an earthquake at his very feet would not upset. I will deal first with Mr. Wethered, who had made a superhuman effort to overhaul the enemy. Coming to the last two holes he needed a couple of fours to tie—nothing at all tremendous for a man who can hit the ball as far as he can. But he hit two of the finest ever-point shots from the tee that I have seen for a long time—miles into the bents. So, instead of a couple of fours, he accomplished a couple of fearful sixes. Mr. Wethered had shot his bolt. As for the Hon. Michael Scott, he needed 30 for the last eight holes to win, or four over four, a trumpery score for him. However, he finished in a perfect blaze of five and six, visiting on his adventurous way every known and unknown bunker on the links. It is far too terrible to describe, so I will leave it at that.

Mr. Jesse Sweetser went from bad to worse in view of his brilliant performance at Rye during the week-end and it is difficult to offer a reasonable explanation. Perhaps it is that he is a temperamental golfer; when things go well with him he is all smiles, but immediately the breaks go against him, as they say in America, it is quite another story. Mr. Sweetser never, in fact, finished the round for the purposes of scoring, and he torn up his card some way from home—an unusual occurrence for a national champion. He declared that if he missed another putt he would not try any further. He was as good as his word, for on the very next green he saw the putt sneak past the hole, and away went his card, torn into a hundred pieces. After that he played a few joy shots in the best manner of Bobbie Jones, the while his partner, Mr. Mellin, was piddling along in the heat and the stress of the day. "I am sadly in need of practice," explained Mr. Sweetser. "and besides," he added, "this is not the real thing; that begins next week-end." No doubt he is right, but I must say that if he is to win the British championship he will have to give a far better display of golf than he has done in the last two days.

Cyril Tolley was another of the very distinguished golfers who threw up the sponge in the middle of the round. This is unlike Mr. Tolley, who always fights like a tiger to the bitter end. I was disappointed, because, knowing his qualities when in a tight corner, I had looked to him to keep the Americans at bay. But, after completely misjudging the shot required at the short eighth—he took a spoon instead of an iron, and was miles over the green, requiring five strokes to hole out—he quitted the business. "What's the use of going on when you are out of it?" said Mr. Tolley.

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E. H. W. Scott (Foxgrove)	83	89-172
G. C. Manford (Luffness New)	86	86-172
Capt. C. Hutchison (R. St. George's)	83	80-172
Stuart Forsyth (Edinburgh Burgess)	87	86-173
R. H. Howie (Baconfield)	89	84-173
H. R. Johnstone (U.S.A.)	83	90-173
Capt. A. G. Pearson (Sunningdale)	87	86-173
Major H. A. Boyd (Portmarnock)	88	85-173
Walter Wright (Hendon)	87	88-173
R. Roosevelt Scovel (R. and A.)	87	87-174
P. Stanley May (R. Ashdown Forest)	88	88-174
Arnold H. Reid (R. St. George's)	85	90-175
A. W. S. Aldridge (Leatherhead)	92	84-176
P. Clough (Bradford)	88	88-176
H. J. Carter (Coombe Hill)	84	92-176
G. Rennie (Royal Aberdeen)	90	87-177
J. S. F. Morrison (Sunningdale)	91	92-183

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Oriental	Ts. 5.60 b.
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WATER-TUBE BOILERS.

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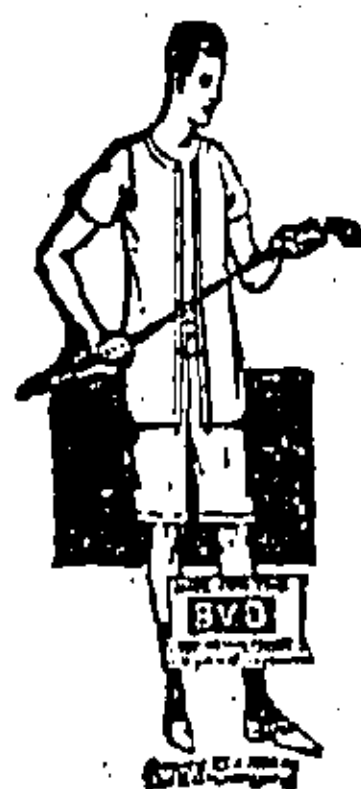
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Light in weight, very durable and guaranteed waterproof.

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A FEW SPOTTED "HURBERRY'S" AT \$55.00 each.

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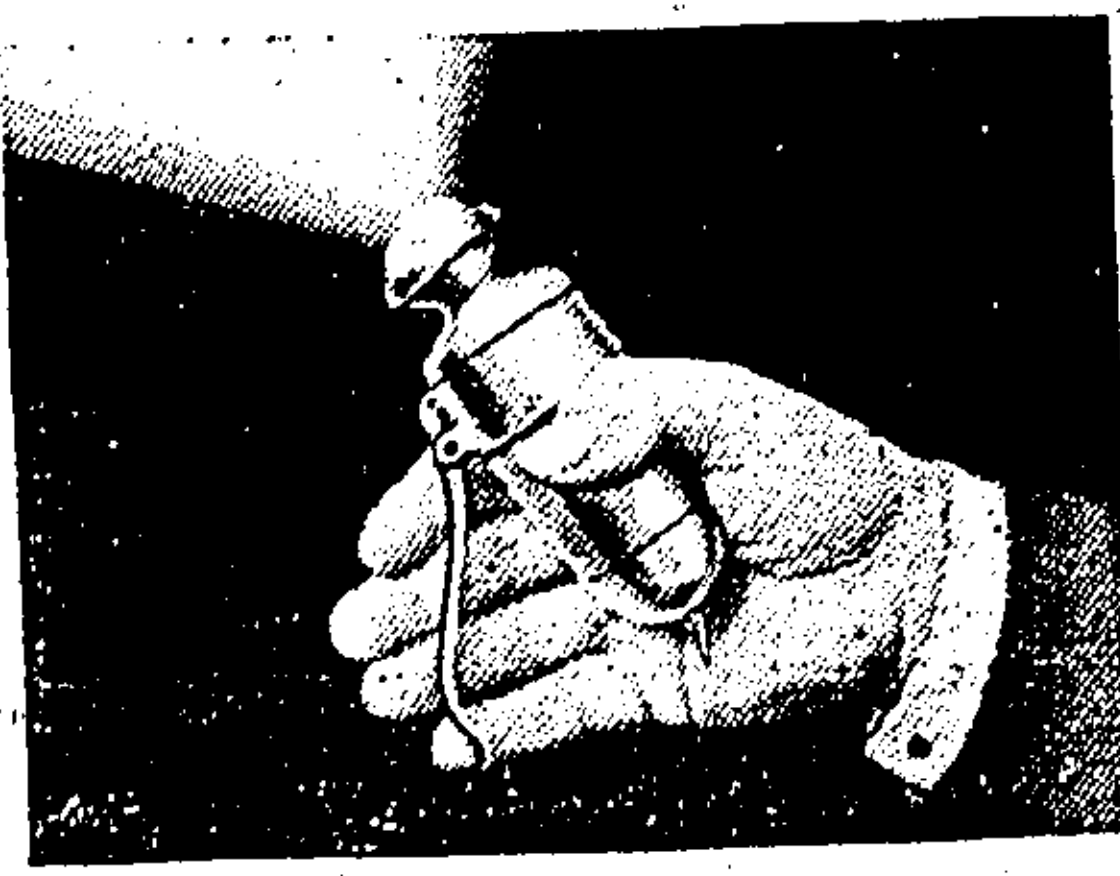
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NIPPON YUSEN KAISHA.
PRESIDENT OF COMPANY ON
SHIPPING OUTLOOK.

Mr. Yonjiro Ito, President of the N.Y.K., addressing the shareholders at the half-yearly meeting in Tokyo, in May 21st, reviewed conditions in the shipping world.

The shipping business at the world over during the year under review, he said, unfortunately continued to be in a very depressed condition, if it was not even worse than ever. The Company's business suffering accordingly, with the result that the net earnings for the term were even less satisfactory than for the previous term. With the exception of the European and Near Seas Services, the freight earnings were, on the whole, decidedly unsatisfactory. Although the amount of cargo handled thereon was considerably less, owing to the continued depression of market rates. As regards the passengers' business, the President said that both the number of passengers carried and the earnings thereon unfortunately did not reach the good record obtained in the previous term, but showed a decrease of 25 per cent. in the number and 12 per cent. in the earnings.

Adding to the net profit aforementioned a sum from the Dividend Equalization Fund, it was proposed to declare a dividend of 15 per cent. per annum, as for the previous term.

In spite of the opinions lately expressed by certain authorities that the shipping depression has now reached its very lowest, he considered that the market was still hovering towards a lower tendency. The statistical facts would show that whereas, on the one hand, there existed ten per cent. more tonnage in the world's shipping actually available for ocean cargo traffic than in previous days, the movement of cargo was thirty per cent. less. The deficit of the American shipping subsidy scheme did not appreciably affect the market, the United States being evidently determined to maintain in all costs the direction of her Shipping Board. The economic condition of Europe continues to be in a state of upheaval, he said, in an even worse state than ever, judging from recent developments. With these facts before us, it is difficult, the President said emphatically, to expect an early recovery.

As a means of stabilizing the freight rates under these difficult circumstances, the Company's policy lately had been to conduct its business with the increased spirit of co-operation with its conferees, amicable understandings having been arrived at with the other steamship interests, with a view to avoiding a ruinous rate war. He was glad to observe that the leading steamship lines were inclined to a similar attitude, and that the spirit of co-operation was generally the order of the day in the shipping world.

THE HALF-YEARLY REPORT.

The following is the business report for the term:

The Company operated during the term 110 vessels of its own, aggregating 573,000 tons, and 20 chartered vessels. The passengers carried numbered 91,000 and the cargo amounted to 2,338,000 tons, while the total mileage covered was 2,616,000 nautical miles.

The coastal trade was, on the whole, active in both passengers and freight, there being an increase in the number of passengers carried.

The Japan-China service, with the exception of the North China route, showed an increase in both passengers and freight, although there was a decline in freight rates.

The South Pacific service was generally active in passenger and freight traffic. On the Bombay service there were large shipments on the outgoing voyages, while on the return voyages the shipments of raw cotton were temporarily placed on the return.

The number of passengers also showed an increase.

On the Calcutta service, business was somewhat depressed on the outgoing voyages, but on the homeward voyage full cargoes were carried.

On the London service there were abundant shipments on the outgoing voyages early in the half-year, but towards the end of the period the shipments showed a decline owing to the unsettled conditions in European politics. On the return voyages the cargo business was unusually dull, but the number of passengers increased.

On the Liverpool service the lines called at intermediate ports of call as far as possible on the outgoing voyages, and were thus able to secure abundant cargo; but in the latter part of the term the volume of goods handled fell off considerably. On the homeward voyages the shipments were dull in the beginning of the term, but later the situation improved.

On the Hamburg service, the vessels called at as many ports as possible on the outward voyages. On the return voyages good business was done in cargoes, but since the issue of the Ruhr question business was only nominal.

On the American service business was depressed on the outgoing voyages, but on the return there were brisk shipments of wheat, flour, timber, salted fish, etc. The number of passengers diminished considerably.

The New York service was active on the outgoing voyages in the beginning of the term, but towards the end of the term the business declined. On the homeward voyages there were abundant shipments of iron, raw cotton, etc.

On the South American service, the shipments of cargo were less on the outgoing voyages, and freight rates dropped. On the return voyages the shipments were also small, while the number of passengers diminished.

(Continued at foot of next column.)

CHINESE EMPIRICAL
MEDICINE
VINDICATION IN THE
LABORATORY.

Some of the "old wives' cures" that are despised by science are found after all to have real value. It was mentioned at a meeting of the Asiatic Society in London not long ago that quinine had long been known as a "native" medicine before Western doctors would consent to use it, and some of the medical speakers at the meeting, having some acquaintance with Hindu modes of thinking, expressed the opinion that some of these would be held up to contempt, but something of value is to be found even in Chinese medicine. In fact many Chinese who prefer to trust their native drugs. A recent case of a child of Chinese quackery is recorded by Dr. C. H. Barlow in the *Chinese Journal of Science and Art*. He writes:

One day, while rowing along in my boat on a canal in Soochow, I noted, with a good deal of interest, a man who held a tall basket. He was at a distance but I could make out that he was emptying some living things from the basket which were swimming away in every direction from the shore. My curiosity being aroused, I asked my boatman what the man was doing, eliciting the following information: "The man is a Hindu priest who is laying up merit by collecting toads from different localities and then liberating them in a safe place."

Being interested in Herpetology and desiring to see the variety of toad he was letting go, I directed the boatman to row over to where I could see the creatures more distinctly. When we arrived I found the surface of the water alive with specimens of the big Asiatic and pure Pandana I suppose to ones given to my boat.

FROM JUDICIALE MEDICINE.

On arriving in Shanghai and telling my teacher of the experience, he informed me that the man was not a priest but that he was a doctor and that he had been keeping the toads to get medicine from them. Many a time have we all seen on the tables of the street doctors, the skins of toads, dried and used for medicine. The teacher also informed me that the medicine obtained from the toad is a very efficient heart remedy and described the method of securing it. The toad is held firmly in one hand, while the biggest wart-like swelling just behind the eye is touched lightly with a hot iron, whereupon a whitish juice is exuded by the toad. This is scraped off and put on to a glass plate, and another toad is taken and the operation repeated, till there is a good supply of the white juice. This is then allowed to evaporate slowly to a powder, which is used to make up into pills and solutions as a heart remedy. On asking my teacher whether it is a really beneficial remedy or not, I was assured that it is a very valuable remedy indeed. This information, I am afraid, I took with a grain of salt.

Now the story changes a bit in its essentials. Soon after the above experience I noted in my Journal of the American Medical Association the following account:

"Two experimenters at the Rockefeller Research Institute in New York City, by experimenting with *Rana aurora*, found that by stimulating the parotid gland, they obtained a white secretion, the active principle of which they have named Bufin, after the toad. On experimenting with Bufin on animals, it was found to be almost identical in its physiological action to digitalis. It has been added to our pharmacology as a useful drug."

Thus does the laboratory vindicate empirical medicine of the century-old Chinese system.

CEBU CEMENT.

Major Hutchinson of the Quartermaster Corps, U.S. Army, having been asked by Washington to report on the production of Portland cement in the Orient has submitted his report to the Governor-General. He went to Cebu, accompanied by Mr. C. F. Massey, president of the Cebu Portland Cement Company, where the firm's plant recently put up at Naga was inspected. According to him, the plant should produce cement at the rate of 1,000 barrels a day, or a little over 200,000 barrels a year, the importations of Portland cement into the Islands averaging 400,000 barrels a year.

Imported cement is quoted in Manila at present from P9 to P11. Information obtained from official sources is to the effect that the Cebu Portland Cement Company can turn out cement at P4.50 a barrel. The Government has entered into a contract with that Company for the supply of the product at that price.

Major Hutchinson in his report says that having regard to the advantages the Company enjoy, he sees no reason why the Company cannot produce an excellent grade of cement at a cost which will enable it to undersell any competitor in the Philippine Islands or in nearby countries which import their cement.

On the Australian service, shipments were only nominal on the outgoing voyages, but on the return voyages there were big shipments of wool, etc. The number of passengers showed an increase.

On the Calcutta-New York service the vessels on the outgoing voyages carried full cargoes, and on the return voyages the lines passed through the Suez Canal for the purpose of securing as much cargo as possible.

During the term under review the new steamer *Nagasaki Maru*, *Shanghai Maru* and *Hokko Maru* were built, and three more vessels are under construction.

UNEMPLOYED EUROPEANS.
STORY.NIGHTS SPENT TRAMPING THE
STREETS OF HONGKONG.

A sad story was told at the Magistracy yesterday morning by Arthur Hulce, an American citizen born of British parents who was charged with being a vagrant.

Questioned by his Worship (Mr. J. R. Wood), Hulce stated that he arrived in Hongkong from the North about two and a half months ago in search of work. A commercial traveller by profession, he had searched in vain, and he had spent the past few nights wandering the streets of Hongkong till daylight arrived. He had lived thirteen years in China, mostly in Shanghai and Amoy, and married. He had trouble with his wife, and left her in Amoy with her mother, and their two children. He had been employed with the Asia Life Insurance Company at Chang Chow, but the soldiery had interfered with his duties so that he was unable to do anything at all. On the way down to the coast from that town, soldiers had boarded his train and taken all his papers from him. Some they kept, some destroyed, others they scattered all over the railway carriage floor. During the time he had been in Hongkong he had been befriended by a European, but otherwise he had to fend for himself.

Inspector Cockle told his Worship that owing to Hulce's American citizenship he did not think he would be able to get him a ship. He had approached the American Consul on the man's behalf, and the American Consul would do nothing for him.

His Worship gave instructions for Hulce to be kept at the Seamen's Institute for a week, and he asked Inspector Cockle to call on him at half past nine this morning when they would see what could be done for him.

It was stated that Hulce was born in New Jersey, and was thirty-two years of age.

CHINESE NAVAL PAYMASTER
AND HIS REVOLVER

A remarkable story was told to his Worship (Mr. R. E. Lindell) at the Magistracy yesterday morning by a Chinese charged with the unlawful possession of an automatic revolver and 41 rounds of ammunition.

The defendant frankly admitted possession of the arms, but stated that he was in the Chinese Navy at Amoy, and only having recently come from there he knew little of Hongkong laws.

"Are you a captain, then?" asked the Magistrate.

"No," came the reply, "I am a clerk."

Further questioned on the point, prisoner said he was a paymaster.

"But why are you going to Canton?" asked his Worship again.

"To draw pay for the Navy."

"Really. Not much hope there, I should think."

"Maybe," answered the defendant in his own dialect, "but there is less hope in Amoy."

"Why do you take a pistol along with you?" (his Worship went on). "A paymaster is a non-combatant."

The naval man raised his eyebrows.

"In a place like Canton, why not?"

Sergeant Fallon, prosecuting, stated that the arms were hidden in the prisoner's basket. When arrested he had only 16 cents in Hongkong money, and 80 cents Canton money. He believed the man's story.

His Worship fined the paymaster \$250, and gave him the option of three months' hard labour.

THEFT OF BAGS OF FLOUR
FROM A STEAMER.

Stealing bags of flour from the holds of the s.s. *Han Yang* and coolly carrying them into a sampan lying alongside was the crime alleged against three Chinese at the magistracy yesterday morning, before Mr. J. R. Wood.

Mr. M. M. Watson who appeared on behalf of Messrs. Butterfield and Swire, asked for a formal demand. He added that some complications had arisen, as the result of which it might be necessary to drop the charges against two defendants.

Mr. D. H. Blake, representing two of the prisoners, offered no objection to an adjournment.

Inspector Spear said the men were found on the steamer's deck on Sunday morning removing the bags of flour into the sampan. The steamer was tied up to a buoy.

The case was put over until Wednesday, bail of \$1,000 each being allowed.

MORE STREET FOOTBALL.

A FURTHER CULPRIT BROUGHT
TO BOOK.

Having played football in the street to the annoyance and interruption of traffic, a small Chinese boy was brought before Mr. R. E. Lindell at the Magistracy yesterday morning and fined three dollars. Sergeant Elston stated that the offence took place in Wardley Street.

"The same old Sunday game?" queried his Worship.

"Yes, your Worship," said the Sergeant. "But," he hastened to add, "in this case there was a lot of traffic about."

A Chinese detective stated that the defendant was playing with a number of other small boys, and ran to pick up the ball. As he did so a car coming along in his direction had to swerve to one side to get out of the way.

The crime having been brought home, his Worship inflicted the fine.

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AND LONDON.

THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on SATURDAY, the 16th JUNE, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London. Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 11th June, 1923. [924]

THE BEN LINE STEAMERS, LTD.

From LEITH ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

The Steamship "BENAVON"

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 5th June, 1923. [914]

S.S. "CHILL"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES

NOTICE

CONSIGNEES OF Cargo from MARSEILLE, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after lading.

Optional Cargo will be forwarded on a subsequent date, in connection with the Consignee, before Noon, To day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 12th inst. at Noon, will be subject to rent and lading charges.

All claims must be sent in to me on or before the 16th inst. or they will not be recognized.

All damaged packages will be examined on Tuesday, the 12th inst. at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 6th June, 1923. [931]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.CONSIGNEES OF Company's Steamer
"BESUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 8th June.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival, to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th June, will be subject to rent.

All claims against the steamer must be presented to the underwriter on or before the 28th June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1923. [930]

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT. [919]

THE STRANDING OF THE "KUMSANG"

A VERY EXTRAORDINARY SET OF THE SEA.

CAPTAIN EXONERATED FROM ALL BLAME.

A Court of Enquiry assembled yesterday morning at the Harbour Office to investigate the circumstances surrounding the stranding of the s.s. *Kumsang*, off the North-west coast of the Philippines early last month.

The Court consisted of the Harbour Master and Marine Magistrate (Com. C. W. Beckwith, R.N.), President; Lieut. D. C. G. Neish, R.N.; H.M.S. *Titanic*; Mr. W. Davidson, Marine Superintendent of the C.P.S.S. in Hongkong; Capt. E. Walker, of the s.s. *Hopalong*; and Capt. N. H. Leitch, of the s.s. *Kumsang*.

Messrs. Jardine, Matheson & Co., Ltd., Agents of the Indo-China Steam Navigation Company, were represented by Mr. E. Davidson, and Mr. D. J. Lewis appeared on behalf of Capt. Thomas Grant, Commander of the stranded vessel. Mr. R. E. A. Webster represented the China Coast Officers' Guild. Assistant Secretary of the Guild (Mr. T. T. Laurensen), Mr. R. Sutherland, Shipping Manager of Messrs. Jardine, Matheson & Co., Ltd., and Capt. Wheeler, Marine Superintendent for the same Company, were also present.

Mr. Lewis said that before the Court proceeded to take evidence he would like to shortly outline the circumstances surrounding the stranding. The *Kumsang* left Amoy for Manila on May 7th, and the vessel was then carrying 430 Chinese passengers and cargo, principally coal, and some general merchandise. Before leaving Amoy a typhoon signal was hoisted reporting a typhoon forming in the China Sea within a radius of 20 N. and 120 E. During the 7th and 8th of May nothing happened that would be referred to now. On the morning of the 9th there was a certain amount of wind and the course steered was S (11) E, the Captain on the previous voyages experiencing sets towards the East. In the afternoon of that day there was occasional rain and at 4 p.m. land was sighted on the port bow. At this time the wind was S.E.E. with occasional rain. The Captain was frequently on the bridge. Between 4 and 5 p.m. the Chief Officer tried to find Paluda Light House, but was unable to do so. At 5 p.m. the course was S.(15)E., bringing the ship a little nearer to the coast. Shortly after the Chief Officer was relieved by the Third Officer and at 6.30 p.m. the light was sighted. Bearings were taken by the Chief Officer and the Captain. The light was shown to be S.(7)E. and the course of the ship as S.(15)E. At seven o'clock the distance of the ship from the light was worked out at a little more than ten miles. At this time the wind was blowing S.E.E., fairly strongly, and there was occasional rain, but the visibility was good. At 7.15 p.m. the Captain, after making these calculations, altered his course to S.(12)E., which should have taken the vessel four and a half miles past the light. At 8 p.m. the Third Officer relieved the Chief Officer and he would tell the Court he kept the ship on the same course. During this period the Captain was frequently on the bridge. At 8.10 p.m. there was a rain squall and the Board of Trade Regulations were carried out, and at 9.30 p.m. there was another squall. At 9.40 p.m., just as the Captain was going up the ladder leading to the bridge, the vessel stranded. There was a loud report of an explosion which was followed by a quantity of steam ascending from the engine-room. Everything possible to secure the safety of the ship and the passengers was at once carried out. The boats were swung out and the passengers were assembled on the lee side of the saloon deck. The Captain wished the very excellent way in which the officers worked to be placed on record. They did all they possibly could under the very trying circumstances in which they found themselves. Wireless messages were sent out, but there was a considerable time before there was any response. At 4 o'clock in the morning the wireless operator got in touch with the s.s. *Atlantic City* which proceeded towards the scene of the stranding, but before she arrived a U.S.S. destroyer, from Manila, arrived. This was in the afternoon of the following day. Early that morning the crew managed to get a wire from the ship to a tree on the shore. The wire was secured to the tree with the purpose of preventing the ship from bumping and rolling as much as possible. At 9.30 a.m. the Captain decided to land the passengers as they were not far from a railway station. Before noon the passengers had been landed without accident.

Afterwards everything possible was done to save the ship. Ultimately the tug, *Henry Kewick*, with Capt. Wheeler on board, arrived, and eventually the ship was brought back to Hongkong. As regards the cause of stranding, this was probably due to the very extraordinary Easterly set of the sea which took place on that day, which could not have been contemplated by anybody and which they now know was caused by a small typhoon which formed in the China Sea to the West of the ship, taking a somewhat unusual course, the sea running rather rapidly off the North East of Luzon.

No weather reports, either from Hongkong or Manila, were received by the ship, and it was rather interesting to note the fact that some twelve hours later the s.s. *Taming* (Captain Turnbull) reached the same waters and he experienced at the same place a most extraordinary set of sea to the East. At Manila, Captain Turnbull reported the incident to the Director of the Weather Bureau. The typhoon had apparently taken a somewhat erratic course. Captain Turnbull was not at present in Hongkong but he had made an affidavit and he would ask, in due course, that this be read.

He thought the Court would be satisfied that the course steered under the conditions which prevailed was a reasonable and seamanlike course, and he thought the Court would come to the conclusion that the cause of the stranding was the extraordinary set of the sea. In other words, it was an act of God which no seaman could possibly have foreseen. After the stranding of the *Kumsang* everything possible was done by the Captain and the officers to save the stranded ship and the sailing was successfully carried out.

THE CAPTAIN'S EVIDENCE.

Capt. Thomas Grant, master mariner, and master of the *Kumsang*, said he had been in the service of Messrs. Jardine, Matheson & Co., Ltd., for a little over 15 years and he had held a command for six years. He had been in command of the *Kumsang* since February of this year. During that period he had been on the Amoy-Manila run, making the trip about three times a month. The vessel left Amoy on the 7th May, being in every way well found. At Amoy a typhoon signal was hoisted before the vessel left, giving the position as lat. 20 N., long. 120 E., travelling N.E.

Capt. Grant went on to say that the wind, between 6 p.m. and 7 p.m., that day was blowing S.(7)E. which should have had a tendency to blow the vessel away from land. Up to that time he had not received any weather reports from Hongkong or Manila. There was nothing to indicate a disturbance of weather conditions to the West of the ship. At 9.40 p.m. he was on his way to the bridge when the vessel stepped dead-stranded. There was a loud report of an explosion and clouds of steam were seen to arise out of the stokehold. It was afterwards found that one of the main steam valves had burst, which left the vessel without heat or light. Fortunately, no one was injured in the engine-room. The engines were stopped, boats were swung out, and the passengers were assembled on the lee side of the saloon deck of the vessel, where they were equipped with life saving apparatus. Wireless messages were sent out and rockets sent up. At 4 a.m. steam was got up in the donkey engines and on the morning of the 10th a wire was fixed to a tree on the shore with the idea of keeping the ship from rolling. "It would have been rather impossible for us if she had slipped off into the sea. We would have been helpless as we were without steam." Arrangements were carried out to land the passengers and all the passengers were landed on the morning of the day following the stranding. During the day the vessel made water rapidly and in the afternoon it was found necessary to draw the fires in the donkey boilers. Everything possible was done to make the ship as secure as possible. On the early morning of the 12th the *Yuen Sang* came alongside and witness sent off by her 18 of the commodore's staff and he sent off a written report to the owners by the same vessel. The passengers' baggage was transferred to the s.s. *Capitane* a Russian vessel, which came along side. By midnight this was completed. On the following day the whole of the general cargo was transferred into the same steamer, this work being done by hand. At 9 a.m. on the 14th the tug *Henry Kewick* arrived and she brought with her Capt. Wheeler, Marine Superintendent, Mr. W. Lang, Lloyd's Shipping agent, and engineers from Hongkong. On the 21st May the vessel was refloated.

Witness said that up to the time of the stranding the compass showed no error. The water of the coast where the stranding took place was deep and steep and it would have been useless to have taken soundings. Witness said there was an extraordinary strong set to the East, so much so that in a distance of 17½ miles the vessel must have set as much as 4½ miles. If he had held a course further off land he would have probably experienced more severe squalls and had difficulty in picking up the next light.

In reply to Commander Beckwith, the witness said he had asked Manila by wireless for weather reports but could not get through.

Have you ever tried before?—Yes, but we have had the same difficulty.

The Court at this stage adjourned for 11 a.m.

Capt. Grant, in reply to a question put by Capt. Davidson, said that no breakers were seen until the vessel struck.

In reply to questions by Mr. E. Davidson, he said the ship was efficiently equipped with life-saving apparatus.

Mr. Davidson: You have already said that the passengers were landed at 9.30 a.m.—Yes.

And you have every reason to believe that the passengers and their luggage were safely landed at Manila?—Yes.

CAPTAIN TURNBULL'S TESTIMONY.

At this stage Commander Beckwith read out Capt. Turnbull's affidavit, which had been referred to in Mr. Lewis's opening address. The points dealing with the extraordinary set of the sea experienced by Capt. Turnbull's vessel in the same vicinity some twelve hours after the *Kumsang* had stranded were quoted from the affidavit. Capt. Turnbull states:—

"I then altered my course from S.(22)E. with the intention of passing seven miles off Capones Light. I picked up Capones Light at 1 o'clock on the morning of the 11th May, the lighting bearing S.(42)E., and I found I was considerably more to the East than I anticipated. I immediately altered my course from S.(30)E. to S.(22)E. in order to pass Capones at about seven and a half miles distant. An hour later, the light being still visible, I again altered my course from S.(22)E. to S.(18)E. and I passed Capones Light at a distance of about eight-and-a-half miles. The Eastward setting of the sea was most exceptional and I had never experienced anything like it in these waters before."

"On my arrival in Manila I reported the occurrence to Father Curran, the Director of the Weather Bureau, and he informed me that the typhoon which had formed in the China Sea to the West of Luzon on the 8th May had moved N.E., filling up to the North of Luzon instead of moving West, as is usual with typhoons at this time of the year."

CHIEF OFFICER'S EVIDENCE.

Mr. James B. Draughty, Master Mariner and Chief Officer of the *Kumsang*, said he had been on the Amoy-Manila run for eight months. In reply to questions by Commander Beckwith, witness said that between seven and eight p.m. on the day of the stranding the weather seemed to be getting worse, the seas were increasing and the spray coming over the vessel.

THIRD OFFICER'S EVIDENCE.

Mr. Clifford Knott, 3rd officer of the *Kumsang*, said he kept a regular watch on the ship and in reply to questions by Commander Beckwith, said he saw nothing of the land until the ship struck. He then noticed the breakers.

In replying to Capt. Walker, witness said that he had no reason to believe that his eyesight was defective. The look-out man reported nothing unusual prior to the ship going ashore.

THE LOOK-OUT MAN.

The look-out man on duty between 9 p.m. and 10 p.m. said he did not see any breakers or surf water until the ship stranded. In fact he saw nothing to indicate land at all.

After further evidence had been given by the Quarter-Master and Chief Engineer, Mr. Lewis submitted that the evidence showed that the stranding was not in any way due to the weather conditions in the immediate vicinity of the ship, but was due to the extraordinary set of the sea which could not have been foreseen and, furthermore, everything was done that could be done to save the passengers, ship, crew and cargo.

THE FINDING.

At this stage the Court adjourned until 1 p.m. to consider its findings. At 4.30 p.m. the Court resumed and the President said:—

"We find that the British ship *Kumsang* of London, Official No. 110076, of whom Thomas Grant, whose certificate of competency is 2523 of Hongkong, was master, left Amoy with a general cargo and 430 passengers on May 9th bound for Manila and at 7.30 p.m. on the 9th May sighted Capt. Paluda Light bearing S. 72 deg. E. This light was about at 7.15 p.m. distance 10.2 miles. A course was then set S. 12 deg. E. to pass 4½ miles West of 'Herman's' Mayor Light. At 9.40 p.m. the ship stranded on Nayaitayan Point."

There is no evidence to show that any Easterly current was experienced when the ship was running her distance off Paluda Light. So taking into consideration that the wind was blowing strongly off the land, we are of opinion that the course set to pass 4½ miles West of Herman's Mayor Light was a good and proper one, and that all reasonable and seamanlike precautions were observed in connection with the navigation of the ship and, that the stranding was due to an abnormal current that was probably caused by a small depression situated to the Westward. No warning seems to have been given by Manila or elsewhere by wireless telegraph to the *Kumsang* of this storm.

We are satisfied that after the ship struck everything possible was done by the Master and Officers and crew in a seamanlike way for the safety of the ship and passengers and we exonerate the Master (Mr. Thomas Grant) from all blame in connection with the stranding of this ship.

BONUS OR CUMSHAW?

INTERESTING ARGUMENT AT THE SUMMARY COURT.

Some interesting argument was heard at the Summary Court yesterday before the Puisse Judge (His Lordship Mr. H. J. J. (Gompertz) when the "Chop" Tsang Hung Hing claimed \$130.53 from a former employee, Young Sui-chung, the total amount of wages overdrawn. Mr. C. A. S. Russ appeared for plaintiffs and Mr. T. G. Bennett represented the defendant.

Giving evidence, the manager of the Plaintiff Firm said that he heard a rival firm was about to be started, so at the end of April, 1922 he held a meeting of his employees, and told them that in the previous year he had made a profit. He added that he did not want his *jakis* to leave the firm, so he would take \$100 out of the money of the business, to be divided amongst these *jakis* (some of whom was defendant) if they worked to the end of the year. To this they all agreed. Defendant, as he had the longest service, was to get \$50 as a bonus, and the others \$25 and \$15 respectively. They had always received the usual monthly perquisites before, according to the Chinese custom, which were not entered in the accounts, but had never been paid any bonus previously. It was explained to the men that if they left before the end of the year the bonus would not be paid. The amounts were then credited to their accounts. Some time after that defendant asked for leave to go to Swatow to get married, and was allowed to draw about \$80 in advances. He never returned to plaintiffs' service, but joined the rival firm.

Cross-examined by Mr. Bennett, witness said the \$80 was only a "cumshaw" or inducement to the defendant to remain, not a bonus in the ordinary sense of the term.

The defendant's story was that it was understood the bonus was to be paid as a special "cumshaw" because the firm had made a big profit the previous year. There was no contract to remain in service for another year before it would be due. There was no meeting of *jakis*, as stated by the plaintiffs.

In reply to Mr. Russ, the defendant said he was not told anything about the payment of the bonus, but saw it set down in the books when he happened to be looking through the accounts.

Mr. Russ:—It must have been a pleasant surprise.

Defendant admitted obtaining leave to go away to get married. He drew about \$50 from the firm, of which \$50 was his bonus.

Counsel for the defence contended that the question was whether or not there had been a contract for continued service. The money had been credited as part of defendant's account, and there was nothing to show that he was not entitled to draw on it.

His Lordship said he could not accept the defendant's story, and would therefore give judgment in favour of the plaintiffs.

A FATHER'S COWARDICE.

BLAMES SON FOR HIS OWN CRIME.

Alleged by her employer, Lam Fung Chan, to have stolen two diamond rings from the room of his third concubine, an eighteen-year old girl was tied up by him at eleven o'clock on the night of May 27th and left there till 2 p.m. the following day as a punishment. Meanwhile, and in order to extract a confession, the man thrashed her with a cane leaving red welts on her body.

The case, which was mentioned at the Magistrate's last week came on for hearing before (Mr. J. R. Wood) yesterday afternoon.

Mr. W. B. Hind defended, and stated that after consultation with his client, he had decided to plead guilty. He pointed out that in the charge sheet the girl had been described as a *maid* *lai*. This was not the case; she was merely a relative of Lam's third concubine, and acted as this woman's servant. She was the only person who had access to the concubine's room, and when two diamond rings disappeared from the room, it was naturally concluded that she was the thief. This was the reason Lam tied her up. It was not true that he had beaten her; the only person who had done so was his son.

In the witness box the girl stated that the only person who thrashed her was the defendant. His son had never touched her.

His Worship believed the girl's story, and said it was a disgraceful thing on Lam's part to put the blame on to his own son. He would be sentenced to three months' hard labour, and in addition pay the girl \$50 compensation. If he failed to pay compensation, he would go to prison for another month with hard labour.

Mr. Hind pleaded that the hard labour part of the sentence be deleted on account of the defendant's age. His Worship refused to alter his decision.

MILADY'S DRESS

SMART
AFTERNOON
AND
EVENING
GOWNS.

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Prices from \$18.50.

Do not fail to call and inspect our truly fascinating collection of Semi and Trimmed Hats.

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All Bread sold by Café Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Café Wiseman Bread can be had in the following kinds:—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

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"BROADWOOD"

PIANOS ARE ALL BRITISH

THEY ONLY COST A LITTLE MORE BUT ARE A LOT BETTER.

THINK IT OUT.

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EXPERT OUTTERS

PERFECT FIT GUARANTEED.

PATTERNS ON REQUEST.

NEW ADVERTISEMENTS

NOTICE

THE Office and Station of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on MONDAY, the 18th INSTANT.

C. THORNE,
Commissioner of Chinese Customs,
Kowloon and District.
York Building,
Hongkong, 11th June, 1923. [939]

HONGKONG REALTY AND TRUST COMPANY, LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that the MEMBERS of the above Company, pursuant to Section 98 (3) of the Companies Ordinance 1911, will be held at the REGISTERED OFFICE of the Company, POWELL'S BUILDING, Des Voeux Road Central, Hongkong, on MONDAY, the 26th day of JUNE, 1923, at 12 Noon.

By Order of the Board,
WALTER J. HAWKER,
Acting Secretary.
Hongkong, 12th June, 1923. [938]

NOTICE TO CONSIGNEES
The Steamship "EUREMONT CASTLE"
FROM NEW-YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

[941]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP.

THE Steamship

"SOLVIKEN"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon today.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 18th inst., at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by NAAMLOOZE VERVOERENDEMAATSCHAPPIJ (LTD.), Agents, Rickmers Linie.

Hongkong, 11th June, 1923. [937]

HUGO SINNES LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"EMIL KIDORE"

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th June, 1923, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 10th June, 1923, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 26th June, 1923, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTEL BROCKELMANN & CO., Agents.

Hongkong, 12th June, 1923. [942]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATIONS

G. R.

NOTICE.

OWNERS and DRIVERS of MOTOR VEHICLES are requested to note that, on Traffic Posts where Traffic Lights are established, the Lights will be used, both by Day and Night, for the purpose of Regulating Traffic with effect from the 15th INSTANT.

E. D. C. WOLFE,
Captain Superintendent of Police.
8th June, 1923. [936]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on THURSDAY, 14th JUNE, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 7th June to 28th June Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 28th May, 1923. [887]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 300 Shares numbered 77151 to 77200, 47901 to 47950, 110632 to 110678, 121859 to 122037, 81151 to 81173, Certificate No. 8774 for 300 Shares numbered 50511 to 50600, 37101 to 37200, Certificate No. 8775 for 50 Shares numbered 89451 to 70000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th June, 1923. [932]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 14th day of JUNE, 1923, at 11.30 o'clock in the Forenoon, when the Subjoined Resolutions which were passed at Extraordinary General Meeting of the Company held on Friday, the 25th day of May, 1923, will be submitted for confirmation as Special Resolutions:

1.—That each of the existing 50,000 Fully Paid Up Shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into Four Fully Paid Up Shares of \$25 each so as to make such Capital of \$5,000,000 consist of 200,000 Fully Paid Up Shares of \$25 each.

2.—That after the division aforesaid, the Capital of the Company be increased from \$5,000,000 consisting as aforesaid, to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 New Shares of \$25 each—40,000 of such New Shares to be issued with alloted in accordance with the clause eight of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Dated this 26th day of May, 1923.

By Order of the Board,
J. S. GREENHILL,
Secretary.

CHINESE GOVERNMENT RAILWAY

CANTON-KOWLOON LINE.

(CHINESE SECTION).

WITH the approval of the Ministry of Communications, SUPPLIERS of TRACK SLEEPERS and BRIDGE and CROSSING TIMBERS are hereby invited to submit SEALED TENDERS in DUPLICATE, which should be clearly marked "TENDERS FOR SLEEPERS" and addressed to the MANAGER, DIRECTOR, CANTON-KOWLOON RAILWAY, Chinese Section, Canton, to the Railway Head Office not later than 11 o'clock in the Forenoon of WEDNESDAY, the 18th day of JULY, 1923.

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of \$5,000, which will be refunded on the submission of a bona fide tender.

Tender must be made in the Form at the foot of the Specification, which must be returned undetached.

The successful Tenderer will be required to sign a Formal Contract and to furnish a Bank Guarantee of 10 per cent. of the Value of the Contract for the due and Proper Performance of the Terms of such Contract.

The Railway does not bind itself to accept the lowest or any tender.

THE HEAD OFFICE,
CANTON-KOWLOON RAILWAY,
Chinese Section.
Canton, 8th June, 1923. [938]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SUN" WORKS, Braden-square (H.P.), Calcutta (India). [105]

INTIMATIONS

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Voeux Road. Telephone No. C. 4306.

BUYERS of Hongkong CONSTRUCTIONS, HONGKONG REALTY, HONGKONG TRAMWAY, STAR FERRIES, WATSON'S, YANSEZ INSURANCES, COLONIAL DISPENSARIES, KWONG, 20 M. Y. SAN & COMPANY, HUMPHREYS ESTATE, H. & S. BANKS. [107]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

Situate No. 13, WING KING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By PUBLIC AUCTION, IN ONE LOT, On THURSDAY,

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By Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2189 together with the messuages, erections or buildings thereon now known as No. 13, Wing King Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2189 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at No. 13, Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS

Solicitors, 8, Des Voeux Road Central.

and Messrs. LAMBERT BROTHERS Auctioneers.

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

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SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars. Apply to—

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ONE LARGE ROOM or TWO SMALLER ROOMS, preferably on Ground or First Floor, in Centre of City, Required, as Offices about June.

Write "Z" Daily Press.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X, E, XL, XX.

LOST.—From 136, The Peak, Black and White FOX TERRIER PUPPY, Aged Six Months, Name "PETER." Telephone 148, THE PEAK. Reward will be Paid. [95]

FOR SALE.—One MOTOR BOAT, 40 h.p., Kermath Engine, Electrically equipped, Length 30 Feet, Speed approximately 12 Miles per Hour. Can be seen on application to B. CHRISTIANSEN in Liquidation, SHAMEN, CANTON. [94]

WANTED.—By End of June or July, Ten to Twelve Rooms, UNFURNISHED HOUSE with Tennis Court preferred. Apply, stating Location and Rental, to YAMASHITA KIEN KOGYO KAISHA. [93]

WANTED.—Experienced STENO-TYPIST (Female) seeks POSITION, Local or Coast Port. Satisfactory Reference. Apply Box X.J., c/o Daily Press Office. [92]

BURGLAR ALARMS, 43 each. RAMSAY & Co., 10, Beaconsfield Arcade. [89]

TWO LET.—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 52, Kennedy Road. [88]

ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

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DAILY PRESS OFFICE.

INTIMATION

DEWAR'S

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SCOTCH WHISKY

OF GREAT AGE.

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FROM

Messrs. JOHN DEWAR & SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment to His Majesty the King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

TELEPHONE No. C. 616.

BIRTH.

DURL.—At Shanghai, on June 6th, to Mr. and Mrs. A. T. DURL, a daughter.

DEATHS.

BOTELHO.—At Shanghai, on June 6th, JOSE MARIA BOTELHO (Messrs. Albert & Co.), aged 63.

BREX.—At Shanghai, on June 6th, MAURICE PHILEMENA, wife of Mr. J. W. BREX.

Hongkong Office: 10A, Des Voeux Rd., C.

London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, June 12th, 1923.

MIRACLES EXPECTED IN CHINA.

PRESIDENT LI YUAN HUNG has declared that he is determined not to leave the Presidential chair until the Constitution for China has been settled by Parliament. Mr. CHANG SHOU TSENG, who has just resigned the Premiership after holding office but a few weeks, also apparently looks upon the National Constitution as the cure for all China's ills. When we are told that wholesale bribery has been necessary to get members of Parliament to show any interest in the enactment of a permanent Constitution, the supreme faith of the President and the late PRIME MINISTER in this legislation is hard to understand. The greater part of the Constitution was settled by Parliament six years ago, and a Constitution Drafting Commission—which appears to consist of the whole of the members of Parliament—has had the remaining articles under consideration for quite a long time. Interest in the matter has flagged, and the Government, in its eagerness to get the complete Constitution on the statute books, has deemed it advisable and necessary to offer members of Parliament, already

receiving an annual salary, substantial addition monetary inducements to attend these special sittings.

No sooner had this decision been announced than the attendance at the sessions of the Constitution Drafting Commission went up with a bound. From an average attendance of 200, it is stated that the attendance at these sessions suddenly increased to 700, and the Chinese Press of the North anticipate, with obvious sarcasm, that the attendance is not likely to fall below that in future.

We may conclude, on precisely the same line of reasoning, that the larger attendance will considerably prolong the discussions, and, consequently, swell the dimensions of the bill on the Exchequer for services rendered by these servile politicians. "What," very pertinently asks one Chinese contemporary, "will the country now, and for generations to come, think of a Constitution bought and paid for at the price of \$170,000 a month in the form of subsidy to members of Parliament? Well, if the mere act of getting the 'Permanent Constitution' definitely placed on the statute book would do for the country all that the President and the late PRIME MINISTER anticipate that it will, the country—meaning all citizens who have any respect for law and order—would undoubtedly consider the 'Permanent Constitution' 'cheap at the price.' According to a statement made by the President, the issues at present in controversy in the framing of the Constitution relate to provincial self-government. A chapter of the Constitution has to define the powers of the Central Government and the Provincial Governments, and the fight is between provincial self-government and the Tschun system." The late PRIME MINISTER believes that when the Constitution is promulgated the time will have come for the disbandment of superfluous troops. "As soon as that time comes," he says, "namely after the new President has been installed under a Constitution, these militarists will be willing to disband their troops and a permanent settlement of many national difficulties will be effected." He is also satisfied that "China will be unified, as a matter of course, when the country has a President elected under a National Constitution." It is a comfortable belief for which we fear, little or no support is to be found in a survey of the situation in China. Who is to be the first President elected under a National Constitution? Apparently all the wires are being pulled, and a good deal of money seems to be offering to ensure that the successor of President LI YUAN HUNG shall be the Super Tschun of Chihli, Tsao Kers. We recall all the bright promises of reunification, disbandment of superfluous soldiery, and the establishment of peace that were made with such confidence when President LI YUAN HUNG took office a second time. These have all been falsified by events, and we doubt if any of them would be brought any nearer by the appointment of a Super-Tschun as his successor, even though in the meantime the outgoing President has been able to purchase for the nation a "Permanent Constitution." Miracles of this kind are not wrought in these days.

An American Tournament, Mixed Doubles, Sealed Handicap, Open to members and friends, will be held at the Ladies Recreation Club on Saturday, June 30th, beginning 3 o'clock. Entries, limited to 15 couples, to be posted at the Club House. Entrance fee \$1 each player. —Adv.

A floating mine was observed recently drifting in the fairway of the bar at Bangkok. The report says:—"It looked like a drifting sea mark or a mine, the top above the water being nearly smooth and having three broken horns. At the water line the object was covered with shells." Later the mine was washed ashore, and the Siamese Naval authorities have taken charge of it. In the reports we have seen there is nothing to indicate the origin of the mine.

At the monthly meeting of the Hongkong General Chamber of Commerce, yesterday afternoon, reference was made to the departure of the Hon. Mr. PARR. The Chairman, Mr. D. G. M. Bernard, spoke with appreciation of the valuable advice and assistance which Mr. Parr had given on the Committee and expressed the thanks of the members and their hopes that he would enjoy his well-earned retirement at Home for many years. Mr. Parr, in acknowledgment, said it had been a great pleasure to work with the Committee of the Chamber, as he had done for some years now, and he would always look back with great interest on the work and value the friendships he had made round that table.

A great diversion is offered to the patrons of this theatre for four days. Two special pictures will be screened. "The Untamed," a William Fox production, will be showing during the Matinee, commencing to-day (Tuesday), and the inimitable Charlie Chaplin in "The Pilgrim," will constitute the 4.15 performance. "The Untamed" is a startling romance of three strange comrades—a man, a horse and a devil of a dog. Tom Mix is the leading star in this picture. One of the sensational scenes in "The Untamed," is a jump Mix makes through a closed window of the sheriff's office in making his way from a frantic crowd to the jail to release a prisoner. Mix plunges throughout the window, breaking the glass and carrying the sash with him, down ten feet to the rain-soaked ground. Mix did the jump entirely unprotected except for gloves and ordinary clothing. He carried with him every pane of glass, and the window glass was of the old-fashioned kind with small panes, making the effort to break and the danger of splintering all the greater. He landed without a scratch. The whole story is splendidly arranged.

PROPERTY SALES.

STEADY BIDDING AND GOOD PRICES.

Seven properties situated at Praya East were sold by auction by Mr. George Lammett at the auction rooms of Messrs. Lammett Brothers, yesterday afternoon. There was a fairly large attendance, and bidding was brisk though unexciting. The lots fetched good prices.

The first lot put up was a lot at the junction of Praya East and Stone Nullah Lane, comprising an area of 1,034 square feet. The Crown rent was \$17.60. When first offered to bidder was found, and the lot was held over till the end of the sale. This time it was knocked down to Mr. Tse Pau Pak for \$29,000.

Lot No. 2 was No. 53, Praya East, having an area of about 884 square feet, situate next to and on the east side of the first lot. The proportion of Crown rent payable in respect of the property is \$16.76. This lot was also sold to Mr. Tse Pau Pak, the price being \$28,300.

Lot No. 3 was No. 76, Praya East, similar in every respect to the former lot, and Mr. Tse Pau Pak was again the purchaser, the property being knocked down at \$27,700.

Lot No. 4 was No. 77, Praya East, identical in every way with the preceding lots. Under a misapprehension Mr. Lum Chun bid \$27,700 for the lot, believing it to be No. 80, Praya East. Consequently, the property was put up a second time, and on this occasion went to Mr. Lai Shui, who was acting as agent for others for \$27,000.

Lot No. 5 was No. 78, Praya East, and was purchased by the Mr. Tse Pau Pak for \$27,000.

The sixth lot, No. 79, Praya East, was knocked down to Mr. Chung Ting Chiu for \$27,000.

Lot 7 was No. 80, Praya East, in the same block as the other lots, but having an area of 1,034 square feet. The property was knocked down to Mr. Tam Chun for \$31,100.

CROWN LAND SALE.

A sale of Crown land was also held yesterday afternoon at the offices of the Public Works Department. The property was Rural Building Lot No. 221, situated north-west of Rural Building Lot No. 156, Stubbs Road, and having an area of about 5,000 square feet. The annual Crown rent was \$172, and the upset price \$4,200. Bidding was fairly brisk, and the property was knocked down to "Dr. Herbert T. C. of Queen's Buildings, for \$10,000.

COMMERCIAL FAIR AT MACAO.

We have been informed by the Consul-General for Portugal that a Commercial Fair will take place at Macao to run for a period of fifteen days from October 4th next. The Fair will be open to foreign merchants and a special pavilion for their exhibits will be provided gratuitously by the Government. Those who wish a special separate pavilion for their exhibits will be granted the necessary space free of charge but the pavilion should be of simple construction and not very costly. Exhibits, including these intended for sale, are to be admitted free of all duties.

SPECIAL ATTRACTIONS AT THE WORLD THEATRE.

A great diversion is offered to the patrons of this theatre for four days. Two special pictures will be screened. "The Untamed," a William Fox production, will be showing during the Matinee, commencing to-day (Tuesday), and the inimitable Charlie Chaplin in "The Pilgrim," will constitute the 4.15 performance.

"The Untamed" is a startling romance of three strange comrades—a man, a horse and a devil of a dog. Tom Mix is the leading star in this picture. One of the sensational scenes in "The Untamed," is a jump Mix makes through a closed window of the sheriff's office in making his way from a frantic crowd to the jail to release a prisoner. Mix plunges throughout the window, breaking the glass and carrying the sash with him, down ten feet to the rain-soaked ground. Mix did the jump entirely unprotected except for gloves and ordinary clothing. He carried with him every pane of glass, and the window glass was of the old-fashioned kind with small panes, making the effort to break and the danger of splintering all the greater. He landed without a scratch. The whole story is splendidly arranged.

CABLES.

LATEST CABLES.
[THROUGH ROUTER'S AGENCY.]

BULGARIAN REVOLUTION.

BULGARIA GETTING BACK TO NORMAL.

Sofia, June 10th.
Colonel Vackoff has been appointed Minister of War and M. Kaloff Foreign Minister.

The only casualties in the revolution up to the present are four policemen and one soldier, killed in an exchange of fire between the troops and the police when the capital was occupied.

Isolated disturbances, due to agrarian opposition, have occurred in a few places in the provinces. Besides, ex-ministers and members of the Executive Committee of the peasant Association, a few other agrarians have been arrested. They will be tried on a charge of committing acts of violence.

The Minister of the Interior has ordered local councils not to interfere with the right of assembly or the liberty of the Press. Martial law has not been proclaimed and telegraphic and telephonic communications are uninterrupted. Normal conditions have been restored everywhere.

A SEARCH FOR STAMBULISKY.

BELGRADE, June 10th.
The new Bulgarian Government has instituted a search on a large scale for ex-Premier Stambulisky.

MISGIVING EXPRESSED IN LONDON.

London, June 10th.
Balkan experts in London regard the Bulgarian revolution as a disquieting factor. In this connection it is thought possible there may be a repudiation on negotiations at Lausanne, as the Revolutionaries are credited with being in touch with the Germans, Turks, and Bolsheviks.

The real cause of the coup is said to be resentment against the Macedonians at the recent Serbo-Bulgarian arrangement for stamping out the activity of the Bulgarian Communists in Siberia and Macedonia.

REVOLUTION MAY HAVE FAR-REACHING EFFECTS.

Paris, June 10th.
The *Petit Journal* says that Zankoff, to retain power must strengthen the army, which would evoke protests from the Little Entente. The newspaper wonders whether the Turks will be able to resist the temptation of profiting by the potentialities of the new situation.

The *Petit Journal* and the *Gaulois* both emphasise the fact that the new Government is composed of those who threw Bulgaria into the War on the side of Germany.

EARLIER CABLES.

NEW GOVERNMENT WARMLY WELCOMED.

Sofia, June 10th.
The overthrow of the Cabinet has been warmly welcomed all over the country. A Ministerial statement declares that no force can shake the new Government, which is consolidated by the general will of the people, and will re-establish the constitution under a true democratic regime.

A large crowd demonstrated before the British, French, Italian and American legations. M. Lazoff has assured the representatives of the Powers that the Government firmly desires to safeguard peace. Two new Ministers visited the heads of the diplomatic missions and assured them of the Government's pacific intentions. The former Ministers of the Cvetkoff and Malinoff Cabinets have been released.

MISGIVINGS IN SERBIA.

BELGRADE, June 10th.
The Cabinet met as soon as the news of the revolution in Bulgaria was received. Official circles take a grave view of the situation, and say the revolution is a Bulgarian domestic concern but the Serbian Government could not remain indifferent if the policy of the new Bulgarian Government infringed the provisions of the Neuilly Treaty.

The new Government has been constituted with Professor Zekas Premier and Foreign Minister, and interim Minister for War.

NEW GOVERNMENT'S STRONG POSITION.

London, June 10th.
The Bulgarian coup d'etat was apparently not entirely the bloodless affair which Serbian messages convey, although the opposition was small. Belgrade reports that there were eighty police casualties and a hundred arrests, besides those of ex-ministers and Agrarian deputies.

The impression is strengthened that Stambulisky's downfall is due to his arbitrary policy against political opponents, and the Macedonian organisations, which despite their comparative fewness of numbers include the virile and patriotic Bulgars. The proclamation of martial law covers the whole of Bulgaria. Troops occupy the capital and now patrol the streets with armoured cars. The disarming of the non-revolutionary bodies is proceeding.

LATEST CABLES.

PROHIBITION ON VESSELS.

LINERS' LIQUOR SUPPLIES LOCKED UP.

New York, June 10th.

The lines *Carnegie, Celtic and France* arrived with liquors locked up. The Customs officers immediately sealed them. The crews of the British vessels appeared to be indifferent to the new regulations and the French have not protested against being deprived of their wine ration.

FRENCH AND BRITISH VESSELS ACCIDENTALLY FIRED ON.

It is reported that coastguard cutters, when firing in the darkness on rum-runners, accidentally hit some French and British ships which were lying among the liquor fleet, carrying away some rigging.

EARLIER CABLES.

COMMISSIONER EXPRESSES SATISFACTION.

WASHINGTON, June 10th.
Mr. Haynes, the Prohibition Commissioner, in his annual Report, expresses "a fair degree of satisfaction" at the liquor prohibition enforcement in the United States, and generally hopes that increased co-operation by the local authorities will leave the Federal officers free to deal with the larger conspiracies. He adds that the adverse sentiment is principally confined to the eastern seaboard, although there are certain cities where local conditions make the problem difficult.

LATEST CABLES.

HELP FOR AUSTRIA.

ENGLAND DOES HER PART.

London, June 10th.

The Austrian Government Loan issue in England, amounting to £120,000,000 at six per cent, at a price of eighty, has been subscribed. The list closed this morning.

OIL IN MESOPOTAMIA.

STRIKE BY ANGLO-PERSIAN COMPANY.

Baghdad, June 10th.

The Anglo-Persian Oil Co. has struck oil in considerable quantities at Mandali, Mesopotamia.

ACCIDENT TO "BALTIC".

WHITE STAR LINER STRIKES SUBMERGED WRECKAGE.

London, June 10th.

The White Star liner *Baltic*, 20,000 tons, which left Queenstown yesterday bound for New York, has struck some submerged wreckage and is returning to Liverpool.

EARLIER CABLES.

BRITISH LINER SUNK.

PASSENGERS AND CREW ALL RESCUED.

London, June 10th.

The five thousand ton Brockbank liner *Albatross*, voyaging from Calcutta to London, is ashore at St. John's Island, in the Red Sea, and is sinking. Another steamer, twenty miles off, is proceeding to her assistance.

PORT SUNAN, June 10th.

The *Maidan* has sunk. The passengers and crew were rescued and proceeding by the *Warwickshire*.

THE RUHR OCCUPATION.

TWO FRENCH SOLDIERS SHOT.

Paris, June 10th.

Two French non-coms were assassinated in the streets of Dortmund yesterday evening. No details are to hand.

PARIS, June 10th.

The two non-coms mentioned earlier were shot during an affray with German civilians. It is stated that a German eye-witness reported the affair to the French authorities, and described the shooters.

OBITUARY.

M. PIERRE LOTI.

HENDAGE, June 10th.

The death has occurred of M. Pierre Loti.

[Pierre Loti (Louis Marie Julien Viaux), the well-known French writer was born in 1866, and entered the French navy in 1887, rising to the rank of captain. He served in the Tonkin campaign, travelled extensively in the East, and wrote many novels. His stories of Japan (especially "Madame Chrysanthemum" published in 1897) are still widely read and appreciated. M. Viaux ("Pierre Loti") was made a Commander of the Legion of Honour in 1910.]

FAR EASTERN CABLE NEWS.

[THROUGH ROUTER'S AGENCY.]

JAPANESE ARRESTED.

REPORTED CAPTURE BY BANDITS CONFIRMED.

PEKING, June 11th.

The reported capture of one Japanese by the bandits at Changli, near Peking, has been confirmed. The outrage occurred on the night of June 8th, when the Japanese was carried off to the mountains seventy miles to the north Changli.

FLOATING DOCK FOR SINGAPORE?

London, June 10th.

The world's largest floating dock, surrendered by Germany under the Peace Treaty after being rendered partially useless, is being prepared at Chatham for special naval work. It is reliably believed that this giant dock is intended for the new naval base at Singapore. Eight hundred men are restoring the damage. The dock will be capable of receiving the largest battleship afloat, also two new giants, the *Nelson* and the *Rodney*.

THE BANQUE INDUSTRIELLE TRIAL.

Paris, June 10th.

In the Banque Industrielle de Chine case, M. Perrotte, replying to the reference to "imprudently-granted credits, declared that such credits had not been extensive. The profits of the bank to December 31st, 1919, had exceeded by 22 million francs what had been shown in the balance sheet. The Doyen declared that this did not constitute the real profits, but only a reserve intended to meet fluctuations of exchange.

THE LINCHING CAPTIVES.

TO BE RELEASED ALMOST IMMEDIATELY.

PEKING, June 11th.

A telegram from Lincheng reports that the process of enrolment of the bandits in the national army has been practically concluded but the bandits desire three days extension of time in which to complete their own affairs, including the liberation of the captives, which is expected to take place to-day or to-morrow.

A LETTER FROM MR. MUSSO.

SHANGHAI, June 10th.

Letters received yesterday from Mr. Musso, one of the captives of the Lincheng bandits, are most pessimistic. Mr. Musso declares that the reports of their release within two or three days is "tommy-rot." They will be kept several weeks, yet it is things are not taken seriously.

Mr. Musso writes: "It is hell here, every day, every hour and every minute. Some of the bandits who are guarding us suffer from dysentery, two actually, and another suffers from an unmentionable disease. They use our towels, glasses, cups, pillows, and drink from our bottles. There are millions of flies, and the temperature is 132."

"Mr. Solomon and I are suffering from malaria. While the Chinese Government are playing at politics we are suffering."

Mr. Musso concludes by describing how the drunken bandits occasionally fire their automatic pistols at random, constantly endangering the lives of their captives.

FLEET STREET'S "PANTHEON."

Vigorous - Birmingham, unveiling a memorial tablet to the late Sir Edmund Robbins (formerly manager of the Press Association) in St. Bride's Church, Fleet-street, on May 9th, said it was hoped that as the years went by it might be possible to link up in spirit and in truth that church, the church of Fleet-street, with the tumultuous profession in the midst of which it was situated. There was a plan on foot for making it the Pantheon of the Press, and for having there tablets and perhaps even monuments which would recall the memory of those who had deserved well of the Press and of the public they served. He concluded with a tribute to the life and work of Sir Edmund Robbins, referring especially to his energetic and patriotic work during the war.

AHEAD OF THE MAIL.

[FROM INDIAN PAPERS.]

ATTACK ON BROADCASTING.

LONDON, May 10th.

A further attack has been made on the British Broadcasting Company, in the decision of representatives of 14 different Associations representing the whole entertainment world, to have nothing to do with the Company. None of their members will be allowed to perform for broadcasting.

The meeting also decided not to give evidence before the Postmaster-General or the Broadcasting Committee, until the Entertainment industry is represented on the Committee.

The decisions are stated to have been adopted owing to the injury already done to the Entertainment industry by broadcasting.

The Broadcasting Company is undaunted at the action of the theatrical managers and declares that it will easily find its own stars. It denies that broadcasting has injured the theatre.

The London Labour Party has issued a manifesto condemning the monopoly in broadcasting. It proposes that broadcasting should be publicly controlled and owned, and strongly advocates the licence system against the present system of taxes on sets or accessories.

BRITISH EMPIRE EXHIBITION.

LONDON, May 11th.

A firm of solicitors announces that, on instructions from Mr. S. W. Bradbury, they have written against, firstly, the British Empire Exhibition, claiming £7,500 damages for breach of contract and pay for promotion expenses, and secondly, against Lord Edward Patrick Mowbray, Sir John William Taverne, and Colonel Henry Walter George Cole for damages for alleged malicious wrongs and alleged conspiracy. It is understood that many prominent people, including ex-Cabinet Ministers, will be concerned.

WAR TIME INVENTIONS.

LONDON, May 11th.

The Royal Commission on Awards to Inventors heard a claim in respect of smoke screens for the protection of infantry by Captain Heaton Armstrong, of the Deccan Horse. The claimant's counsel stated that 200,000 copies of the lines suggested by Captain Armstrong, were used by the War Office. Captain Armstrong did not claim that the idea of a smoke screen was new, but that his screen was new. Counsel for the Crown said that he could prove that smoke screens were known in 1529.

Lieut. General Sir M. F. Rimington said that General Foch and Sir Henry Wilson investigated the idea of smoke candles in 1913 and thought it good. Witness used a smoke screen in South Africa, burning dry grass.

Colonel Francis Adams, of the Deccan Horse, said that there was merit in the efforts because the officers thought early in 1913 that they could beat the Jockeys with shells, and certainly they would not smoke him out, but in view of what happened afterwards they were not very farseeing.

Counsel for the Crown submitted that, although Captain Armstrong's invention was useful, and his persistence praiseworthy, he was not entitled to an award, because there was nothing new in it.

The Commission's decision will be promulgated.

THE WAR AGAINST LEPROSY.

LONDON, May 20th.

At the annual conference of the Royal Institute of Public Health this week, Sir Leonard Rogers, the authority on tropical medicine, describes the new treatment for leprosy.

It has been discovered that leprosy is caused by bacillus, indistinguishable under the microscope from the tubercular bacillus. It has also been proved that the leprosy bacillus can be destroyed by an injection of oils. These discoveries are the result of 20 years' work by Sir Leonard Rogers and his colleagues at the School of Tropical Medicine, Calcutta. In the past, the trouble has been that early cases of leprosy have been concealed, as the sufferers have feared life-long imprisonment in a leper hospital. Now that they know that they can be cured, they are coming forward for treatment.

It is believed that in the course of a few years, the disease may be completely stamped out.

NEW TYPE OF BULLET FOR BISLEY.

LONDON, May 20th.

The new stream line rifle bullet will be used in match rifle competitions at Bisley this year, with a muzzle velocity of 2,900 feet per second, elevation at 1,100 yards, and 32 minutes compared with 68 minutes for Mark Seven. The bullet will shoot into a two foot circle at a 1,100 yards range, 19 times out of 20, on an easy day, from the shoulder of a good shot, compared with only 16 out of 20 with the stream line bullet tried last year.

CHINESE IN CANADA.

SIR EDMUND WALKER'S VIEWS.

Sir Edmund Walker was the chief speaker at an extensive meeting held in Toronto on May 2nd to protest against the Bill now before Parliament imposing further restrictions upon Chinese immigrants. The meeting urged the Government to delay the Bill, which has now passed its second reading, and to make further investigations into the whole question.

Sir Edmund Walker said that he was one of those who believed that the great issue of the century would be settled on the Pacific and not on the Atlantic. All good and patient people on both sides should make every effort towards the establishment of friendly relations and better understanding. He urged patience and propaganda. The Toronto *Globe* insists that "all our relations with China should be characterized by respect and perfect recognition of equality."

THE SWEEPSTAKE DISPUTE.

YESTERDAY'S EVIDENCE.

Further evidence was taken at the Chinese Club last night before the Board of Arbitration in connection with the rival claims of Mrs. Violet Chan, of Hongkong, and Mr. Chik Soong Ling, of Shanghai, to the winning ticket No. 3008 of the Chinese Club Sweep-stake for the Hongkong Derby. The amount at stake is over £50,000.

Mrs. Violet Chan is represented by Mr. E. S. Zetlyu and Mr. Chik by Mr. C. G. Alabaster.

Mr. Sidney Quinn was re-examined last evening by Mr. Zetlyu as to his interview with Dr. Kwan on his return from Shanghai. Mr. Quinn stated that the interview only lasted 5 minutes.

Mr. Zetlyu: Is there any truth in the suggestion that there was something in this interview which would prejudice your case?

Mr. Alabaster: That is a leading question.

Mr. Zetlyu: That is a question for the legal adviser to settle.

A few moments later Mr. Zetlyu asked Mr. Quinn: You have been urging an enquiry into this matter all along?

Mr. Alabaster: All these are leading questions and I must protest.

Mr. Zetlyu said that Mr. Alabaster had transgressed all the points of the law in conducting his case and had sat with his "tongue in his cheek" throughout.

Mr. Alabaster: All the evidence is being put into his mouth and all the witness has to answer is "Yes."

The Chairman thought the questions did not arise in cross-examination. "Why not call Dr. Kwan in this connection?"

Replying to a question as to the alleged intimidation of Mr. Chik Soong Ling and as to whether he had said anything that would embarrass Mr. Chik in presenting his claim to the ticket, the witness said that he had been advised by his solicitors not to take steps of any kind that would be of prejudice during the hearing of the case.

Mr. Quinn's evidence concluded with a cross-examination by the Chairman as to Mr. Quinn's interest in racing. He said he was not a racing man and took no interest in racing at all. He had been to the races in Hongkong. The last race he attended in Hongkong was in 1922.

The Chairman: I put it to you that the fact that you bought three books of tickets shows that you take a keen interest in racing?—Oh, Mr. Mok asked me to take them on condition that if I did not sell them I would return them.

You didn't take the trouble to return them.

The next witness called was Chu Li Chuen who described himself as an official in the employ of the Chinese Government of Canton as Secretary of the Military Rice Bureau. In support of this Mr. Zetlyu produced what he described as an "official despatch" from Canton.

Mr. Cheung thought the despatch need not be put in as it was delaying the proceedings of the Court. He was quite prepared to accept his statement that he was an official from Canton.

Mr. Zetlyu: By so doing I suppose I am providing fuel for my learned friend's palling fires.

The witness gave evidence as to buying ticket No. 02080 on the 5th or 6th of January last.

Later the Chairman asked: Are you in the employ of General Chen Kwong Ming?

The Witness: No.

Was General Chen in Canton when you received this despatch?—(No answer).

Was the headquarters of Dr. Sun established in Canton on 5th January?—This is an official despatch. It was not issued by the Generalissimo.

Witness went on to say it was a despatch from General Wong Sui Kit.

The Chairman: Was he in Canton on January 5th?—Yes.

Was he under Dr. Sun Yat Sen or Chen Kwong Ming?—Under Dr. Sun.

Do you not know that Dr. Sun did not go to Canton until after the Chinese New Year?—I don't know that.

Did you know that an enemy of Dr. Sun was in Canton at the time and that Canton was under the control of General Chen?—Whether it was under the control of Chen or not I don't know. All I know is I received the despatch on January 5th.

Then you didn't know who brought the despatch down from Canton?—A friend brought it down to me.

How could you have a despatch from Canton. How can you be called to Canton by Wong. Chen and he were enemies?—Well if I go up to Canton I did not show the despatch.

The Chairman:—Then it is no good telling us you got an official despatch from Canton?—Yes I had to act in accordance with that despatch. It asked me to go up and I had to go up.

At this stage the Court rose for the interval.

After the dinner session witness was re-examined on the point. He stated that he received the official order on the 5th January, 1923, at the time preparations were being made to oust Chan Kwong Ming. Others had received like despatches. He reported in Canton on the 8th January, his duties being the organization of troops.

(Continued at foot of next column.)

CULTIVATION OF ORANGES.

SUCCESS ATTAINED IN SINGAPORE ORCHARDS.

Mr. F. G. Spring writing in the *Malayan Agricultural Journal* for April says:—

It is generally considered that the growing of oranges. The orange is frequently cultivated, particularly by Chinese, but the varieties are not of good quality; they are of the green type which do not turn yellow and are, as a rule, too acid for dessert purposes being more suitable for the making of cooling drinks. Fruit culture until quite recently has received little or no attention as regards propagation, tillage, manuring, pruning, pests and diseases; and it is too much to expect that any crop will improve under neglected conditions.

A few residents, however, have taken a keen interest in the cultivation of fruit trees and special mention might be made of Mr. Tan Chye Siam of 602, Jervois Road, Singapore, as having had great success in the growing of oranges. The writer visited his orchard recently and was much impressed with the results obtained. Seven years ago Mr. Tan Chye Siam commenced propagating the trees by marcotage from oranges grown in Singapore. The parent trees are of the ordinary type grown in this country but precaution was taken to select the best yields and healthiest trees for marcotting purposes.

The improvement of the stock is due to a number of factors. The mother plants were well cared for and the land maintained in a good state of tillage. Lalang and other noxious weeds were eradicated and the ground tilled periodically. The trees, therefore, were more suitable for propagation purposes than those growing under neglected conditions. The marcotted plants come into bearing in about three years; this is a very much shorter period than that taken by seedlings to produce fruit; soil conditions, however, appear to have considerable influence.

The oranges now obtained are very different to those of the original stock. They are of the yellow type and, in size, are about equal to that of the best imported varieties. The flavour is good, although perhaps not up to the standard of the first class oranges but considering the progress made in so short a time it is not improbable that ultimately the flavour will compare favourably with fruits grown in other countries. The oranges are very juicy and contain a small number of seeds. The plants are at present yielding an average of 200 cabbies of oranges per tree. There is a ready market for them and it is to be hoped that the industry may develop to such an extent as to render the importation of oranges unnecessary.

The writer does not wish to be too optimistic as to the future of the crop but the results obtained in this orchard in Singapore are sufficiently promising to warrant the cultivation on a large scale.

NEW PICCADILLY CIRCUS.

FAMOUS FOUNTAIN MAY GO.

Plans have now been completed for the reconstruction, above and below ground, of Piccadilly Circus, one of the most famous traffic centres in the world. The plans provide for setting back the frontages at the Swan and Edgar corner of Piccadilly and Regent-street, setting back the County Fire Office corner of Regent-street and Windmill-street; the construction of subways, and a large central underground tube station. They necessitate the removal of the most notable feature of the circus, the Shaftesbury Memorial Fountain. The Westminster City authorities are understood to favour its removal to the Leicester-square garden.

In this event another home must be found for the Shaftesbury Monument which now occupies the centre of Leicester-square.

The Piccadilly Circus fountain, with its little Eros, God of Love, and his bow, was erected in 1923 as a memorial to "the good earl," Lord Shaftesbury, whose philanthropic work for the poor was the admiration of the mid-Victorian world.

The construction of subways leading to the tube station from every corner of the square will enable the Westminster Council to remodel the traffic lines and reconstruct the refugees. The main entrance to the tube station will still be on the Criterion side of the circus.

Architects and others concerned with the beautification of cities view with concern the haphazard manner in which rebuilding is taking place in London, and urge that the Government should appoint a commission of experts to guide and advise owners and others in their building so that the new London which is arising out of the old may be a worthy Imperial city.

"London," said Mr. Henry Aldridge, secretary of the National Housing and Town Planning Council, "is not an ordinary city—it is the heart of the Empire and should be made worthy of it. If a calamity like the Great Fire overtook us again we should be in exactly the same position, with no definite scheme of rebuilding to turn to and no Christopher Wren to devise a scheme as he did at the request of Charles II. after the Great Fire."

Dr. Kwan, President of the Club, gave evidence, and recorded an interesting conversation between himself and Sydney Quinn which took place in the Chinese library on March 6th. Mok was present at the time. "I asked him," said witness, "who owned the winning ticket. He replied, 'I do not know, maybe my sister Chan.' I asked him where were the counterfoils and he said, 'They are lost.

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pre-eminent
since
1745OBTAINABLE FROM
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AND ALL WINE MERCHANTS*This pure old Whisky has had, since 1745,
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MASONIC GIRLS INSTITUTION
£20,000 FROM THE LODGES.

The Royal Masonic Institution for
Girls held its 133rd anniversary festival
on May 9th at the Connaught Rooms,
Great Queen's Street, W.C., when there
was an attendance of over 1,000. The
president of the festival was the Duke of
Richmond and Gordon, Provincial Grand
Master of Sussex, but owing to ill health
his Grace was not able to be present, and
the chair was taken in the main hall by
his Deputy Provincial Grand Master,
Major R. Lawrence Thornton.

"Success to the Royal Masonic Institution
for Girls" was proposed by the
Chairman. He recalled that in 1788 the
institution was founded in St. George's
Fields with fifteen girls; to-day there were
233 girls in the school at Clapham Juno-
tion and the junior school at Wybridge,
while a system of out-education had been
established whereby about 630 additional
girls were being educated near their own
homes. The examination results of the
school were excellent, as in the Cambridge
Local last year the percentage of passes
for all England was fifty-seven, while
from the Masonic Girls' School forty-six
girls were entered and forty-four passed,
with nineteen honours and forty-one dis-
tinctions. Each year the committee had
to spend over £20,000 above the assumed
income of the institution, and that
amount had to be made up by the volun-
tary subscriptions of the members of the
order.

Mr. Maurice Bouchette, secretary of
the institution, stated that there were twenty
seven lists from London lodges totalling
over £200, the chief lists being those of
the following lodges: (Lodge 1,230),
Borough of Bethlem Green (Lodge 1,230),
(Lodge 1,230), Mor of Sussex (Lodge 1,230),
and Camden (Lodge 1,230). A record was created by the
fact that every District Grand Lodge
overseas was represented, besides the two
movable military lodges, and lodges not
under districts, at Baghdad, Constan-
tinople, Cyprus, Montevideo, and Zanzibar.

Sussex lodges sent a number of large
lists, the principal being those of the
following lodges: Royal York, Brighton,
Lodge 1,230; Union, Brighton, Lodge 1,230;
Chichester, Brighton, Lodge 1,230; Earl of Sussex,
Brighton, Lodge 1,230; and the Friendship,
Worthing, Lodge 1,230. The last-named was
the highest list ever brought up by a single
lodge for the institution. The Royal Arch
Chapters and Knight Templar Preceptories
also substantially assisted, while the
Provincial Grand Master's list of
£2,700 included a donation from the pro-
vince, £200 from the lodges of Sussex, the
Sussex Provincial Association of Benevolence,
and contributions from each of the
fifty-two lodges in the province.

Of the other provinces the chief lists
came from Nottinghamshire, £1,000; Hert-
fordshire, £1,215; Middlesex, £1,238;
Leicestershire and Rutland, £1,512;
Surrey, £2,185; and Kent, £2,897.

The grand total was announced as
follows:—

London	2,022	Stewards	£32,140.2.8
Provinces	2,200		£47,007.10.8
Districts and			
Overseas	25		£1,043.13.8
	4,247		£50,191.13.1

Of which total Sussex collected £2,897. 10. 8,
2d. at the hands of 1,207 stewards, being
the highest total the province has ever
sent to the institution.

Special commemorative jewels were
presented by the chairman to the two chief
Stewards of the festival: Mr. W. H.
Jordan, of the Friendship Lodge, Wor-
thing, and Mr. C. W. Hamilton, of the
Camden Lodge.

Mr. T. H. Gardner, President of the
Board of Stewards, returned thanks for
the magnificent total announced, and
stated that it was intended to provide a
fund to move the school to a suitable
place in the country; in order to accom-
modate a larger number of girls.

**COLOSSAL EARNINGS OF SCREEN
STARS.**

ASTONISHING figures of the earnings of film
stars were given on May 9th, by Mr. J. D.
Williams, late general manager of the First
National Picture Corporation, at the Federal
Trade Commission's inquiry into the opera-
tions of the film trade.

Mr. Williams said that Chaplin, six years
ago obtained £215,000 for eight pictures,
Mary Pickford received £70,000 each for
three pictures, Norma Talmadge £32,000
each for eight, and £70,000 each for twelve
pictures, while Constance Talmadge re-
ceived £22,000 each for twelve films and
£30,000 apiece for twelve more.

Katherine Macdonald received £20,000
each for six pictures, Charles Ray received
£18,000, to £20,000 King Vidor £15,000, Mil-
dred Harris and Jack Pickford £10,000 each.

TO-NIGHT!

At 9.15 P.M. Only.

TO-NIGHT!!*Charles Chaplin*
IN

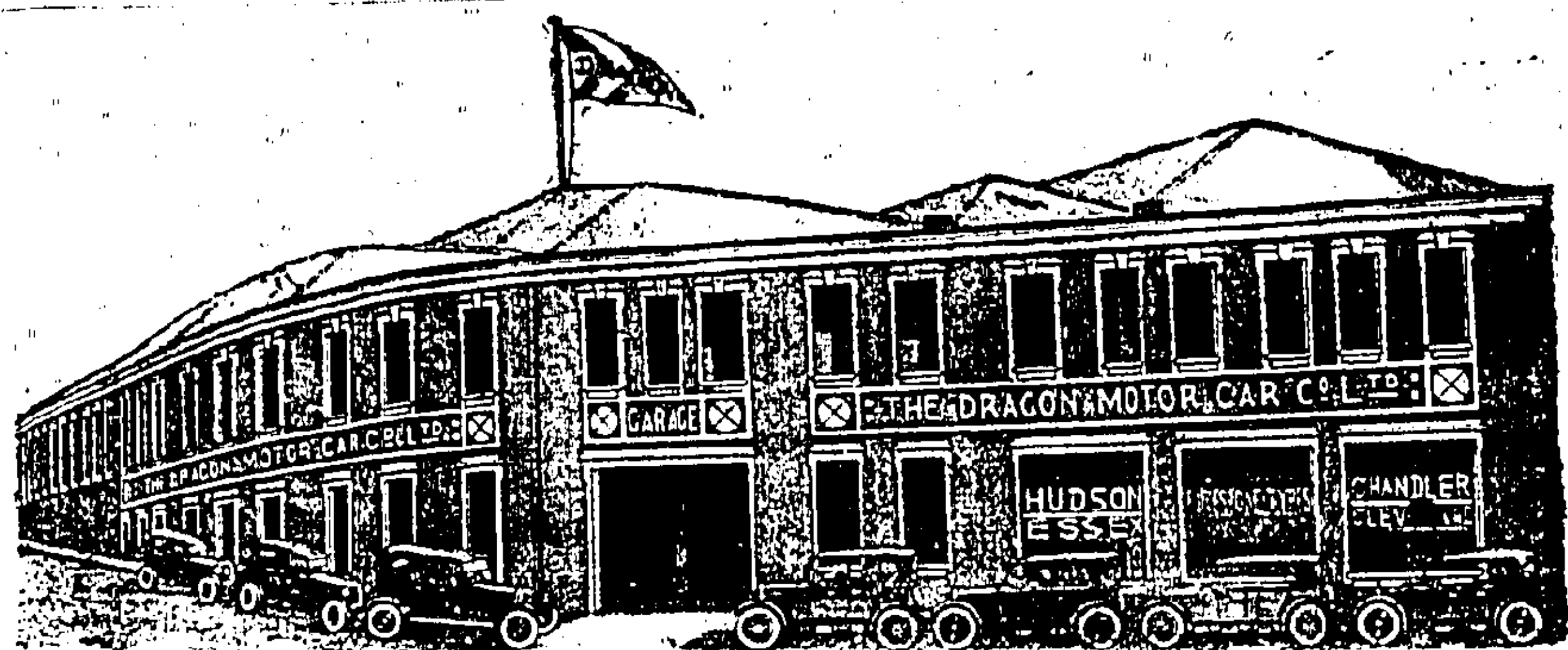
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THE STORY OF A CONVICT WHO STOLE A PARSON'S CLOTHES.

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Consider Your Health.

When you consider how much depends
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you than the state of your health? If
you are troubled with bad or indigestion
health your capacities for work or
pleasure are checked. Thousands of
people know by old experience that

**Beecham's
Pills**

are a blessing to the household
in cases of

Torpid Liver,
Biliousness,
Sick-Headache,
Indigestion,
Loss of Appetite,
Constipation,

and other disturbing forms of stomachic
or dyspeptic trouble.

Beecham's Pills are good alike
for man, woman and child, if
taken according to directions.
They are pre-eminently a family
medicine—a remedy to have at
hand in readiness for every
occasion where need arises.
They have the largest sale of any
proprietary medicine in the world and
have earned the reputation of being
"Worth a Guinea a Box."

Your Baby's
Welfare.

Your dearest wish is, for Baby to be
well and happy. There you must pay
particular attention to his food, for
his welfare depends as much on that
as on anything. The 'Allenburys'
Foods are practically identical with
mother's milk—Baby's natural food.
Baby could have nothing purer or
sweeter than

**'Allenburys'
Foods**

Make Baby Happy and Strong.

MILK FOOD No. 1: From birth to 3 months

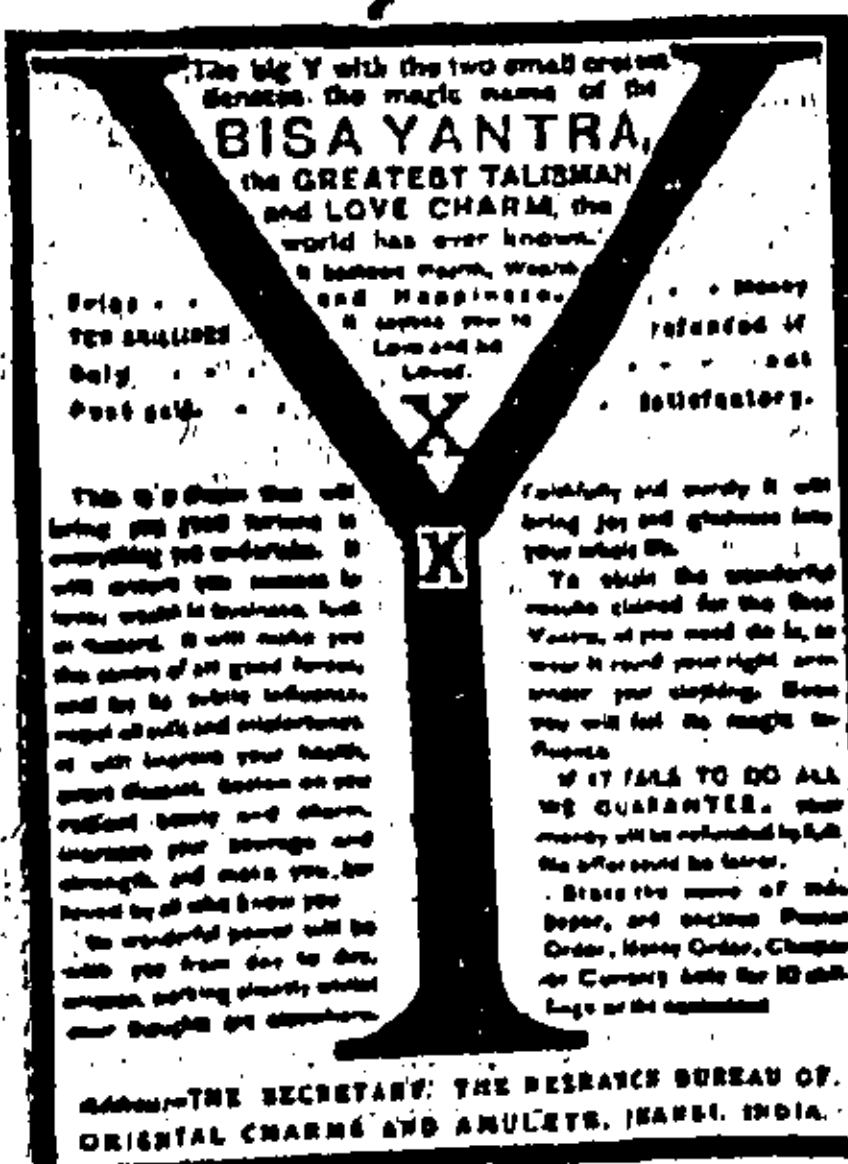
MILK FOOD No. 2: From 3 to 6 months

MALTED FOOD No. 3: From 6 months onwards

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Ship	Tonnage, d.w.	Arrival
*Emil Kirdorf	9,000 tons	12th June
*Schoer	12,300 tons	First half of July
*Albert Vogler	9,000 tons	Middle of August
*Carl Legien	9,000 tons	First half of Sept

HOMEWARD for Antwerp, Rotterdam and Hamburg

Ship	Tonnage, d.w.	Departure
*Emil Kirdorf	9,000 tons	Middle of July
*Schoer	12,300 tons	Beginning of August
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—

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About 25th June, 1923.

Further Sailings	Expected on or about	Will leave homewardbound on or about
M/S. "Panama"	10th July	16th July
S/S. "Bolivia"	17th July	17th August
M/S. "Australia"	25th July	31st August
M/S. "Java"	26th August	30th September
M/S. "Africa"	10th September	10th October
M/S. "Ochle"	10th October	16th November

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PRAYER BOOK REVISION.

THE ACTUAL CHANGES.

A WIDE DISCRETION.

[BY BISHOP KNOX.]

It has been asked, "What changes will the Prayer Book revision make in the conduct of the services in ordinary churches?" The first answer is that it need make none, unless the minister has taken advantage of the allowance of Church Law to use great freedom in his treatment of the directions of the Prayer Book. In that case it will be open to the Bishop to represent to him that he ought to obey the instructions either of the old Prayer Book or of the new. No new power is given to the Bishop to compel obedience. But speaking generally, ministers who have conformed substantially to the existing Book will not be obliged to make changes.

An alternative Book, however, will be provided, out of which the minister "at his discretion" may choose extracts, and the effect of the liberty so given is very considerable. An exhaustive enumeration of possible variations would fill a volume of considerable size. It will be enough to enumerate the most striking.

(1) Morning Prayer, if followed immediately by the Holy Communion, may begin with the versicle "O Lord, open Thou our lips," and end with the canticle after the second lesson. Other variations are to be found of a less important character.

(2) Evening Prayer may be shortened by an abbreviated exhortation, confession, and absolution, and an alternative ending may be used for all that follows the third collect. A form of date evening service is also provided.

(3) A considerable choice of occasional prayers and thanksgiving is forthcoming, including prayers for missions, for the Conventions, for the National Assembly, for elections, for industrial strife, &c., and among these a commemoration of the faithful departed.

(4) Collects, Epistles, and Gospels are furnished for Christmas Eve, for before dawn on Christmas Day, for the days between Circumcision and Epiphany, for Easter Day, Whitsunday, for the Visitation of the Virgin Mary, St. Mary Magdalene, the Transfiguration, the Name of Jesus, the Nativity of the Virgin Mary, the Commemoration of All Saints, for festivals of martyrs, of confessors and doctors, and of some others. It is likely that the changes involved in the provision of these new collects, Epistles, and Gospels will be considerably noticed by those who have long associated the old with memories of the great festivals of the Church.

THE HOLY COMMUNION.
(5) It is in the service of Holy Communion that the most notable changes are proposed. The minister "at his discretion" may make it the only service of prayer on Sunday or weekday mornings. (Of evening Communion there is no mention.) Further, "at his discretion" he may wear either a surplice with stole or with scarf and hood, or a white alb plain with vestment or cope. The last words have been supposed by those who have worn them hitherto to cover all the Pre-Reformation Eucharistic vestments. He may use a shortened form of the Ten Commandments, or our Lord's summary of the Law. The prayer for the King must be, and the sermon may be, omitted. The public mixing of the water with wine for consecration is authorized. Various new special Prefaces are added before the words "Therefore, with Angels and Archangels." The Prayer of Humble Access is placed immediately after the Absolution, and the Prayer of Consecration is lengthened, after the words of institution, by a thanksgiving for the Death, Resurrection, and Ascension of our Lord, and by the addition of the first Post-Communion Prayer, and the Lord's Prayer, before administration of the Communion.

The effect of these alterations is to bring into high relief the offering of a sacrifice. That sacrifice, by use of medieval vestments and ceremonies, becomes hardly distinguishable, at all events by the ordinary layman, from the Sacrifice of the Mass, especially when there are only two or three communicants out of a large congregation. It is not easy to see that any power is left to the Bishop to find fault with this abuse, as many think, of the Communion Office. The minister may "at his discretion" use the ordinary use of the words of administration once only, and after that either the first or the second part of the formula. A prayer commemorating the blessed Virgin Mary, Patriarchs and Saints, and a thanksgiving for souls in Paradise may form part of the office.

It is here that the ordinary morning church-goer will perceive the principal change. If he comes to church to pray, and does not communicate, all his prayers will be the Lord's Prayer, the Collect for Purity, the Prayer for the Church Militant, and the commemoration of Saints and Souls in Paradise. The other prayers are prayers written for communicants only. Even the confession of sins and absolution are for them alone. In churches where non-communicating communion is disapproved, this singular absence of prayers will be true of almost the whole congregation. As to ceremonial, a rubric or declaration against unauthorized ceremonial, inserted by the Conventions, has been erased from the Report to the National Assembly.

Considering the great difference between Morning Prayer as a service of prayer for the whole congregation, and the Communion Service at which non-communicants are almost wholly helpless or offenders of praise, but not partakers in the great central act of communion, it is noteworthy that the change from one form to the other is wholly at the discretion of the minister. The Bishop, if he offers to interfere, may be reminded that the rubric confines his duties to the sanctioning of special collects, and consenting to the use of the formula of administration.

It will be urged, perhaps, that the non-communicant may "with Godly silence and devout meditation occupy himself," as the first Prayer Book of Edward VI. suggested. There are those who attach a special virtue to prayers offered before the consecrated elements. These will find in the reservation of the consecrated Bread and Wine for use of the sick, allowed in the alternative book, opportunities for "Godly silence and devout meditation"—at other times than the celebration of Holy Communion, in spite of the express direction that such reservation is to be only for communicating the sick, and not for any other purpose whatsoever. The efforts of the Bishops to limit reservation of the elements have been singularly unsuccessful. A very slight knowledge of the psychology of religion suggests the tendency of devout contemplative meditation to fasten itself upon external objects of acknowledged sanctity.

Occasional Offices must be treated briefly. A choice will be between three forms of Baptism of Infants, two forms of Baptism of Adults, two forms of Confirmation, two forms of solemnization of matrimony, over which it is hoped that bride and bridegroom will not differ, two forms of Visitation of the Sick, two forms of Communion of the Sick, and two orders for the Burial of the Dead. A special collect, Epistle and Gospel are provided when there is a special celebration of the Holy Communion on the day of burial. It will be noted that by the discretion given to use "extracts" from the alternative book, the diversity of services legalized is almost indefinite.

The latitude of discretion is principally in the direction of uses discarded at the Reformation. If the measure becomes law, the Counter-Reformation in our Church will have gained a victory, with which it is not likely to remain satisfied.—*Times*.

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STEAM NAVIGATION COMPANY, LIMITED.

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BANGKOK via SWATOW	"KWANGSANG" ... Tuesday, 12th June, Noon.
TSINGTAI via SWATOW	"KWANGSANG" ... Wednesday, 13th June, Noon.
SHANGHAI	"MAUSANG" ... Wednesday, 13th June, Noon.
SANDAKAN	"LEESANG" ... Thursday, 14th June, Noon.
HAIPHONG via HOIHOW	"CHEONGSHING" ... Friday, 15th June, Noon.
TIENSTEIN	"FOOSHING" ... Friday, 15th June, Noon.
NEUCHANG via SWATOW	"YUENSANG" ... Friday, 15th June, Noon.
SHANGHAI	"KUTSANG" ... Saturday, 16th June, Noon.
MANILA	"LAISANG" ... Monday, 18th June, 3 p.m.
SHANGHAI via SWATOW	"WOSANG" ... Tuesday, 19th June, Noon.
SHANGHAI via SWATOW	"TAISANG" ... Friday, 22nd June, Noon.
KORE via SHANGHAI & MOJI	"NANSANG" ... Saturday, 23rd June, Noon.
STRAITS & CALCUTTA	"FOOKSANG" ... Saturday, 23rd June, 3 p.m.

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"CARNARVONSHIRE"	30th June.	"GLENAPP"	1st July.	Genoa, London, Rotterdam and Hamburg.
"GLENBEG"	18th July.	"GLENIFFER"	9th August.	Genoa, London, Rotterdam and Hamburg.
"GLENSANDA"	30th July.			

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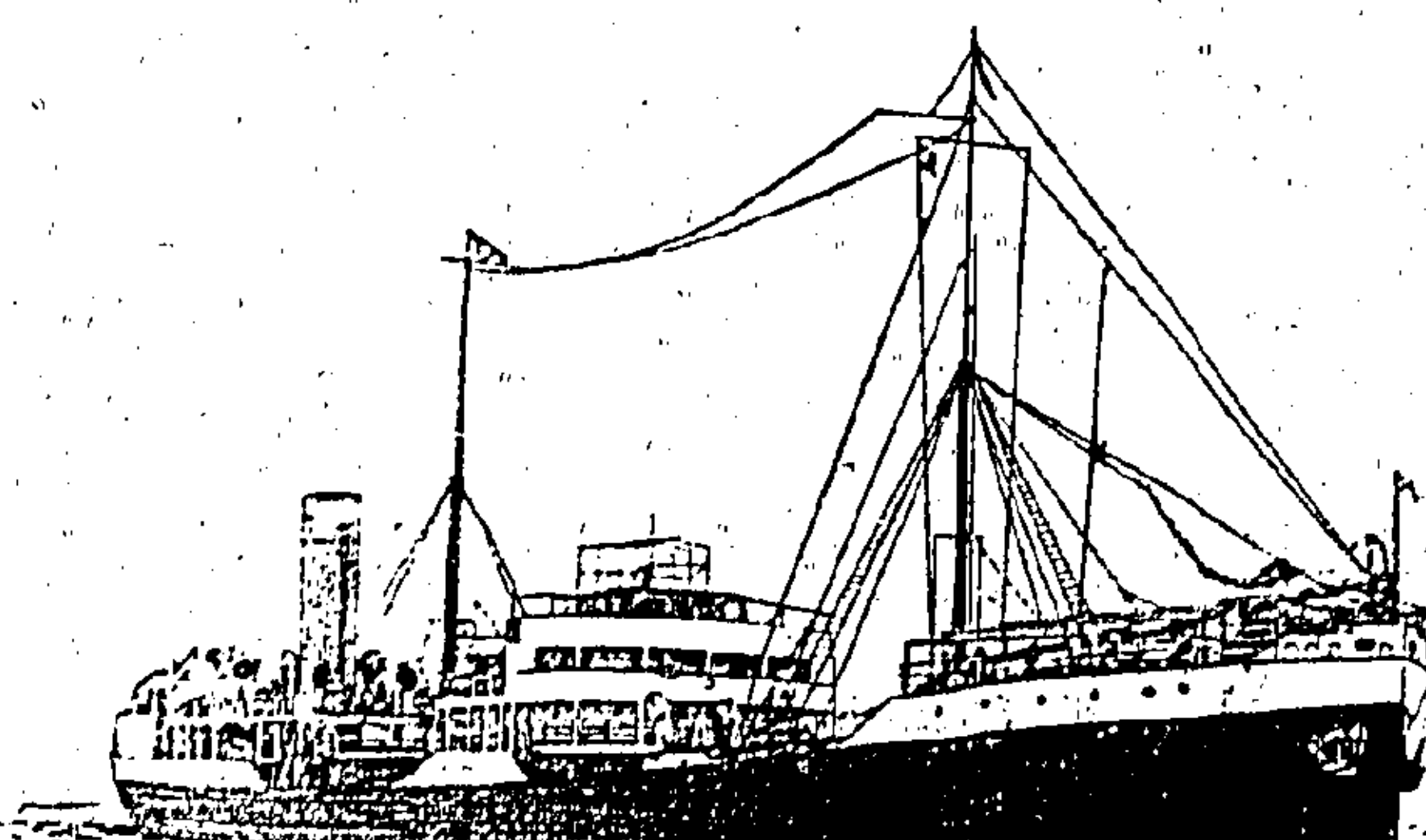
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SHIPPING NEWS

ARRIVALS.

June 10th.
Haiphong, British str., 1,110 tons, Capt. Ellis Walker, from Swatow, with a general cargo. D.L. & Co.
Peking, Chinese str., 234 tons, Capt. Ho Kung Hee, from Kwangchow, with a general cargo. Chung Tung S.S. Co.

June 11th.
Yan Hai, Chinese str., 845 tons, Capt. W. Kung, from Haiphong, with a general cargo. Luen Fat & Co.

June 11th.
Cadiz, American str., 1,022 tons, Capt. A. Anderson, from Saigon, with a general cargo. Luen Fat & Co.

June 11th.
Chien, Chinese str., 845 tons, Capt. Chan Chai, from K. C. Wan, with a general cargo. Yau Wo & Co.

June 11th.
City of Manchester, British str., 2,362 tons, Capt. Wm. Ewing, from Hamburg and Singapore, with a general cargo. Bulk Line.

June 11th.
Contoller, French str., 3,024 tons, Capt. J. Poggi, from Saigon, with a general cargo. Messageries.

June 11th.
Dunlop, British str., 1,297 tons, Capt. E. W. S. Pritchard, from Bangkok, with a general cargo. Wang Lee.

June 11th.
Deer, Japanese str., 1,351 tons, Capt. K. Aoki, from Wakamatsu, with a general cargo. Mitsui & Co.

June 11th.
German, British str., 1,297 tons, Capt. E. W. S. Pritchard, from Bangkok, with a general cargo. Wang Lee.

June 11th.
Nov. Mathilde, British str., 842 tons, Capt. J. H. Van den Berg, from Haiphong, with a general cargo. Yik Tai S.S. Co.

June 11th.
M. S. Doherty, British str., 3,019 tons, Capt. J. Tisker, from Shanghai, with a general cargo. Robert Dollar & Co.

June 11th.
Seong, British str., 3,354 tons, Capt. R. S. Kennedy, from R.N.R., from Singapore, with a general cargo. Tuen Kee.

June 11th.
Sekou, Japanese str., 710 tons, Capt. T. Nakamura, from Koshu, with a general cargo. Y.K.K.

June 11th.
Sing, French str., from Canton.

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PASSENGERS.

ARRIVALS.
 Per s.s. *Haiphong*, on June 10th: Mr. J. Robinson, Mr. D. J. Thomas, Mrs. H. C. Burns.
 Per M.M. s.s. *Contoller*, on June 11th: Mr. and Mrs. Champahat, Mr. M. Curio, Mr. and Mrs. Dill, Mr. C. M. Howard, Mr. M. A. da Lima, Mr. L. Maurin, Dr. L. W. Smith, Mr. A. Mahendra, Rev. J. A. Alberts, Rev. Bro. H. Gehrers, Mr. Antonio Aguilar, Mr. S. Agassiz, Mr. M. Corral.

WEATHER REPORT.

June 10th at 18.45—Warning to Hongkong, Coast Ports, etc.—Typhoon forming within 60 miles of Lat. 20 deg. N. Long. 113 deg. E.
 June 10th at 16.40—Local signal No. 1 hoisted.

June 11th at 11.30—Warning to Hongkong, Coast Ports, etc.—Typhoon filling up in Lat. 20 deg. N. Long. 110 deg. E., position uncertain.

June 11th at 11.33—Pressure has increased slightly from Formosa to Kwangtung and Luzon. It is nearly stationary over Indo-China and has decreased considerably over the Bonins.

The incident typhoon to the South of Hongkong has not developed. It appears to be moving up in about Lat. 20 deg. N. and Long. 110 deg. E.

Hongkong rainfall for the 24 hours ending at 10 a.m., 11th June, 0.02 inch. Total since January 1st, 16.68 inches, against an average of 35.92 inches.

The forecast for the 24 hours ending at noon, 12th June, is as follows: District.

Hongkong to Gap Rock: Light easterly or variable winds, fair.

Formosa Channel: The same as No. 1.

South coast of China between the same as Hongkong and Lamock: No. 1.

South coast of China between the same as Hongkong and Hainan: No. 1.

HONGKONG TIDE TABLE.

From June 12th to 18th, 1933.

High Water. Low Water.

Days of Week. Days of Month. H'kong Standard Time. Height. H'kong Standard Time. Height.

Tues. 12 m. 7.42 a.m. 6.0 m. 5.33 a.m. 1.6

Wed. 13 m. 8.12 a.m. 6.8 m. 5.37 a.m. 1.2

Thur. 14 m. 8.37 a.m. 7.1 m. 5.21 a.m. 0.9

Fri. 15 m. 9.07 a.m. 7.3 m. 4.39 a.m. 0.7

Sat. 16 m. 9.37 a.m. 7.4 m. 3.28 a.m. 0.6

Sun. 17 m. 10.13 a.m. 7.4 m. 3.57 a.m. 0.6

Mon. 18 m. 10.44 a.m. 7.2 m. 4.44 a.m. 0.8

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & PANAMA	Genoa, Mars	Jap.	Nippon Yusen Kaisha	On beginning July
NEW YORK & BOSTON	Gaelic Prince	Brit.	Princo Line	About 21st June
BOSTON & New York via Suez	City of Pittsburgh	Brit.	The Bank Line, Limited	On 15th June
SAN FRANCISCO, etc.	Jacob	Am.	Struthers & Barry	On 29th June
VICTORIA & VANCOUVER, B.C., via SHANGHAI, etc.	Empress Russia	Brit.	Canadian Pacific O.S. Ltd.	About 14th June
VICTORIA, SEATTLE & VANCOUVER via J. Post.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 25th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
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VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 29th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 29th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 29th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
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VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 29th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 14th June
VICTORIA, SEATTLE & VANCOUVER	Yokohama Maru	Brit.	Nippon Yusen Kaisha	On 29th June
VICTORIA,				

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF MANCHESTER" 17th July ... Marseilles, London & Hamburg

PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class £92.—2nd Class £62.—
"B" Class Steamers	1st Class £84.—2nd Class £56.—
"C" Class Steamers	1st Class £56.—

S.B.—"C" Class Steamers comprise of the Cargo type which have accommodation for a few passengers but do not carry heavy or delicate cargo.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF PITTSBURGH"	... via Suez Canal	18th June.
"OANFA"	... via Suez Canal	18th June.
"KEENUN"	... via Suez Canal	25th June.
"DIOMED"	... via Suez Canal	25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M.**

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongk. and Sailing for Shanghai.	Probable Sailing from Hongkong for Marseilles.
ANGERS	25th June
CHILI	3rd July
ORTHOS	18th May	19th June	23rd July
ANGKOR	1st June	2nd July	3rd Aug.
CHAMBERLAIN	15th June	17th July	20th Aug.
PAUL LECAT	25th June	31st July	3rd Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance).

A CLASS (1st Class) ...	£ 55. 0s. 0d.	B CLASS (1st Class) ...	£ 39. 0s. 0d.
STEAMERS (2nd) ...	£ 28. 0s. 0d.	STEAMERS (2nd) ...	£ 22. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C. MAGES" loading for HAVRE, ANTWERP & DUNKIRK, about 27th June.
S.S. "LE DE MISSISSIPPI" loading for HAVRE, ANTWERP & DUNKIRK, about mid. July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.
CONSIGNATION—TRANSHIP—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR SWATOW, AMOY & FOOSHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG	— 1	Capt. Ellis Walker	Tuesday, 12th June, at 12 Noon.
SAIGON	— 1	Capt. J. S. Thomson	Friday, 15th June, at 1 p.m.
HAIPHONG	— 1	Capt. W. O. Passmore	Tuesday, 19th June, at 1 p.m.

* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYP, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn.	From Hongkong (about)	Destinations
"SARDINIA"	5,500	13th June, 11 a.m.	Marseilles, London & Antwerp.
"JEYPORE"	5,518	16th June, Noon	Spore, Penang, Colombo & Bombay.
"DELTA"	5,097	17th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	5,813	25th June	Spore, Penang, Colombo & Bombay.
"MALWA"	10,241	11th July	Bombay, Marseilles, London & Antwerp.
"RINDEEPPORE"	5,354	15th July	Singapore, Colombo & Bombay.
"DEVANHA"	5,092	18th July	Marseilles, London & Antwerp.
"RODAN"	5,686	30th July	Spore, Penang, Colombo & Bombay.
"RIVVA"	5,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KARNATH"	5,511	22nd Aug.	Marseilles, London & Antwerp.
"SICILIA"	5,813	24th Aug.	Spore, Penang, Colombo & Bombay.
"MACDONALD"	10,812	7th Sept.	Bombay, Marseilles, London & Antwerp.
"FONGCIA"	9,066	21st Sept.	Marseilles, London & Antwerp.
"MANTIA"	10,802	5th Oct.	Bombay, Marseilles, London & Antwerp.
"KARNATH"	5,098	19th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"JANTS"	4,224	14th June	Calcutta via Singapore & Penang.
"JAPAN"	6,052	24th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th July	Melb., Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Previous connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The N. Zealand Shipping Co.'s Steamers for Northampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ARAFURA"	6,000	13th June, D.L.	Melb., Kobe & Yokohama.
"MALWA"	10,241	16th June, D.L.	Shanghai only.
"SICILIA"	5,813	16th June, Noon	Shanghai only.
"TANDA"	7,000	18th June	Japan via Amoy.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Cabin Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore-Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

29, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

	For BOSTON	and	For NEW YORK
S.S. "GAELIC PRINCE"	... on or about 21st June, 1923.		
S.S. "ROMAN PRINCE"	... on or about 1st July, 1923.		

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3184

Telegrams (Faraprice)

(Incorporated in Great Britain)

St. George's Building

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said."AMUR MARU" ... Wednesday, 13th June
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon
Singapore, Colombo, Durban and Capetown—Passenger Service."SEATTLE MARU" ... Monday, 9th July
BOMBAY—fortnightly service via Singapore and Colombo."ANDES MARU" ... Thursday, 21st June
"BURMA MARU" ... Friday, 6th July
SAIGON, BANGKOK, SINGAPORE & DELI—Regular, monthly Passenger Service."BUSHO MARU" ... Monday, 2nd July
CALCUTTA—Monthly Service via Singapore and Hongkong."MALAY MARU" ... Saturday, 7th July
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service."ALABAMA MARU" ... Thursday, 14th June
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports."HAMBURG MARU" ... Saturday, 7th July
JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama."AIGUN MARU" ... Sunday, 1st July
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers."AMAKUSA MARU" ... Sunday, 17th June, Noon
"KAJO MARU" ... Sunday, 24th June, Noon
TAKAO via SWATOW & AMOY"SOSHU MARU" ... Thursday, 21st June, 10 a.m.
For sailing dates and further particulars please apply to:
Tel. Central No. 4990. K. SHIMA, Manager.**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY & SHANGHAI	"SOOCHOW"	On 12th June, D.L.
SWATOW & BANGKOK	"KIANGSU"	On 12th June, Noon.
MANILA	"TAIYAN"	On 12th June, 4 p.m.
PAKHAI & HAIPHONG	"CHINHUA"	On 13th June, 11 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 14th June, Noon.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 14th June, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 16th June, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 17th June, Noon.
SWATOW, SHANGHAI & PUKOW	"KANCHOW"	On 17th June, Noon.
AMOY & SHANGHAI	"SZECHUEN"	On 19th June, D.L.
SWATOW & BANGKOK	"KWANGCHOW"	On 19th June, Noon.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Cebu, Iloilo, Zamboanga, & S. Port.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 36.

(JOHN SWIRE & SONS, LTD.) Agents.

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OPERATING U.S. GOVERNMENT SHIPS.

EXRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "JACOB"	... 11th ...	Due Hongkong 15th June
		Leave Hongkong 17th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WFFKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.
U.S.S.B. "West Sequana" ... Due Hongkong 28th June.
Leave Hongkong 29th June.TO MANILA AND SINGAPORE.
U.S.S.B. "West Ivan" ... Due Hongkong 12th June.
Leave Hongkong 13th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY.L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES.
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building,
Phone Central No. 3008.
G. P. BRADFORD, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON
For NEW YORK & BOSTON via SUEZ

S.S. "WRAY CASTLE" ... sailing on or about 10th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted, for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-L" ... sailing on or about 4th July.
S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.

FOR SHANGHAI, YOKOHAMA & KOBE

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

